

CYCLE news

VOLUME VII NUMBER 8

North & Western Edition

March 10, 1970

*It's B.S.A.
For Hailwood At Daytona*

25¢

SPECIAL TRIALS ISSUE

Cover Continued On Page 23

A Trials rider is called upon to do almost anything. This massive log was just one feature of one of the Expert's and Master's traps at the most recent S.C.T.A. Trials at Saddleback Park. The technique here is to bang the frontwheel against the log as hard as you dare and rock the frame across the top until the rear wheel bites into the bark. If this isn't hard enough watch out for the tight tight hand turn just after you come down. To see how this fellow fared see page 23.

NEWSPAPER

CYCLE NEWS

2499 Cerritos Ave.

Long Beach, Ca.

90806

(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
Paul Cosner, c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track,
Gates open 3 p.m., races start 7:30
p.m., Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUN. OF EVERY MO.
Deadman's Point, Apple Valley, Cal.
1st Sun. European Scrambles, 3
Classes, 1 hr. each - 8 a.m. Prac-
tice - 10 a.m. start - 3rd Sunday,
Motocross - all classes, 8 a.m.
prac. - 10 a.m. start, \$1.00 Entry
Fee - Info: (714) 247-7473 (eves.)

WEDNESDAY, MARCH 4th

SPEEDWAY RACING ASSOCIATION will
hold monthly meeting at 135 W. Union,
Pasadena, Calif. Rules to be voted on.

SAT. & SUN., MARCH 7th and 8th

ELSINORE GRAND PRIX by the Grip-
sters M.C. at Elsinore, Calif. Start at
11 a.m. Small bikes (0-250cc) run Sat.
Big bikes and side hacks (over 250cc)
run Sun. AMA sanct., dist. 37 points.
Post entry \$50.00. Info: P.O. Box 425,
Buena Park, Calif. 90620.
Info: (714) 521-8842 between 7 a.m. and
10 p.m.

MOTOCROSS at Coal Creek Raceway.
North of Denver, Colorado. Take Valley
Hwy. to Hwy. 7 west 3 mi. Mail Entry \$3
for Sportsmen, \$5 for Pros. To: 5158 S.
Broadway, Englewood, Colorado. Race
starts at noon. Cash paid in class. Info:
789-1567.

RIDE WITH THE BEST



MOTOCROSS

March 1st-PERRIS

MAR. 15th - CARLSBAD
(Hallman Series)

March 22nd - FONTANA
(Hallman Series)

MAR. 29th- SADDLEBACK

3# Plates Req.

CMC MEMBERSHIP REQ. \$5.00
Mail Entry, \$10.00 Post Entry.
Mail to CMC, Box 1402, Costa
Mesa, Calif. 92626. Mail Entries
close 5 days prior to each event.

SUNDAY, MARCH 8th

MOTOCROSS by the Feather River M.C.
in Marysville, Calif. Located under E.St.
Bridge at Marysville. Sign-up 10 a.m.,
first race 10:30 a.m. AMA sanct. Info:
(916) 742-7785.

EUROPEAN SCRAMBLES by the Cy-
clers Bakersfield at Bakersfield, Calif.
Lined from Bakersfield Speedway on
North Chester Ave. AMA sanct. \$3.25
Mail entry to: 4509 Joanne, Bakersfield,
Calif. Sign-up 7:30-10 a.m., first race at
10 a.m. Info: (805) 832-0506.

T.T. SCRAMBLES by Huntington Racing
Association at Huntington Beach Cycle
Park, Calif. 1/4 mi. W. of Beach on
Talbert. Entry \$2.50 for non-members
and \$2.25 for members

TRIALS by the Cherry Valley Trials
Club at Calimesa, Calif. Sign-up 9:00
a.m. start 10:00 a.m.

MOTOCROSS by the North at Plymouth,
Calif. Mr. ~~Cancelled~~ \$5.00 to: CMC North,
944 Lucia Dr., Concord, Calif.

MOTOCROSS by the Austin Motocross
Park, Austin, Texas. Take Hwy. 290, 7
mi. east of U.S. 35. Fourth event of
Texas State Moto Championship. No entry
fee. Info: (512) 444-7482.

MOTOCROSS by the Polkadots Competi-
tion MC at Cal Expo, Sacramento, Calif.
Sign-up at 8 a.m. race at 11 a.m. Entry
\$3.00. AMA sanct. Info: (916) 967-8816.

POKER RUN by the Wanderlust MC at
Concord, Calif. Sign-up 9:00 a.m. at
Shakey's Pizza, Concord, Calif. Entry
\$1.50. Info: (415) 682-7214.

MOTOCROSS by CMC of Salt Lake City
at 5600 West and 2400 South. Sign-up
11 a.m. race at 1 p.m. Entry \$2. Info:
P.O. Box 1192, Salt Lake City, Utah.
Ph. (801) 355-0316.

SAWMILL ENDURO by the North Bay MC
at Upper Lake, Calif. Approx. 70 mile
course. Write Max Hurlburt, 2283 West
Hearn Ave., Santa Rosa, Calif. for entry
blank. Info: (707) 542-0287.

MINI-BIKE SCRAMBLES at Saddleback
Park, Orange, Calif. Take Newport Fwy.
to Chapman Ave., east to Santiago Can-
yon Blvd., turn right, 1-1/2 miles to
entrance. Info: (714) 639-5832.

MOTOCROSS by the Slow Spokes MC at
Vino Villa near Portland, Oregon. Take
Hwy 26 west from Portland, 9 mi. to
Helvetia Rd., follow signs. Entry \$2.00
11 a.m. start, lots of trophies. Info:
(503) 645-2269.

ATTN. RIDERS:

(Nov.-Am.-Ex.)

Another J.C. Agajanian 1st. . .

\$2400 PURSE

1/2 MILE FLAT TRACK

Manzanita Speedway

PHOENIX, ARIZONA

Fri. MAR. 20th

Riders Write:

Agajanian Enterprises,
P.O. Box 98, Gardena, Ca. 90247

AMA NATIONALS 100 mile Stone Moun-
tain Enduro Championship.

T.T. SCRAMBLES by the Eastside M.C.
at Halls' Ranch in San Jose.

MOTOCROSS by the Shelton Trailblazer
at Shelton, Washington. Take Olympic
Hwy north to Fairgrounds. AMA sanct.
Practice 11 a.m. Race 12 noon. Post
entry \$2. Info: 426-1320.



MONDAY, MARCH 9th

SHORT TRACK by Trojan Enterprises at
Jacksonville Veterans Coliseum, Jack-
sonville, Florida. Rain or shine on a
polished concrete floor.

SAT. & SUN., MARCH 14 and 15th

ENDURO PLUS MOTOCROSS by the
Alamo Cycle Assoc. at San Antonio,
Texas. Mail \$2 entries to: Alamo Cycl
Assoc. Marathon, 245 Archimedes, San
Antonio, Texas 78223.

SATURDAY, MARCH 14th

SPORTRIDING at Huntington Beach Cycle
Park, 1/2 mi. w. of Beach on Talbert.
Minibikes on new TT course and hill-
climbs 10-4. \$1.00 per minibike and
rider. M/C on motocross course \$1.50.
Info: (714) 897-4458.

SUNDAY, MARCH 15th

MOTOCROSS by Bay Mare Cycle Asso-
ciation, at Bay Mare Raceway. Dist. 37
points. AMA Motocross numbers only.
Race starts at 9:30 a.m. Post entry \$5,
mail entry \$3 to: B.C.A., 13902 Hamlin
St., Van Nuys, Calif. 91401.

BENEFIT RIDE for the Los Angeles
Police Memorial at Warren Wilson Mo-
tors, 9000 Sepulveda Blvd., Sepulveda,
Calif. Post Entry \$2.50. Check in 8-9:30
a.m. Souvenir pins, trophies and drill
team performances. Info: (213) 894-9218.

ROAD RACE by the L.A. chapter of
A.F.M. at Orange County International
Raceway. Free balloons and pit passes
for kids under 12. One entry fee lets a
rider in all classes.

HARE SCRAMBLES by Cascade M.C.
course located 23 miles east of Bend,
Oregon on U.S. Hwy 20. Post entry \$3.00
Races start at noon.

MOTOCROSS, ACA National Points Mo-
tocross, at Saddleback Park, Calif.
Sportsman classes 100cc thru open,
Senior classes 125, 250 and 500cc. Prac-
tice 9:30 a.m. First event 11:30 a.m.
Info: (714) 528-4290.

DESERT 100 by The Sod-Buster's M.C.
at Painted Desert, Calif. Take Hwy 80
(Interstate 8) east of Ocatilla, lined
from Ocatilla turn off. Post entry \$3.
All classes welcome. Info: (714) 448-9702

SCTA Riding School at Saddleback Park,
Orange, Calif. Take Newport Fwy. to
Chapman Ave., east to Santiago Canyon
Blvd., turn right, 1-1/2 miles to en-
trance. Info: (714) 639-5832.

MOTOCROSS by the Sandblasters MC at
Winnemucca, Nev. Course is 6 mi. north
on Hwy. 95, lined from downtown. Entry
\$2. Practice 9-11 a.m. race at noon.
Info: (702) 623-3496.

HILLCLIMB by the South County MC of
Gilroy at 7800 Cienega Rd. Hollister,
Calif. Trophies open to all classes. Ad-
mission \$1.50. Sign-up 9-11 a.m. Start
at 1 p.m. AMA sanct. Info: (408) 842-8888

T.T. SCRAMBLES by the Desert Phan-
toms at Adelanto Track, Adelanto, Calif.
AMA dist. 37 points. Sidehacks welcome.
Entry \$2.00. Info: (714) 269-2700 or
(714) 346-7494.

HARE AND HOUND by the Sandblasters
MC near Red Mountain, Calif. Follow
lime from Red Mountain. AMA sanct.,
dist. 37 pts. Two 40 mile loops. Start
10:00 a.m., trail bikes 10:15 a.m. Entry
\$4.25. Club operated concessions. Big
trophies. Info: (714) 375-7571.

ENGLISH TRIALS by Trial Trotters MC
at Clear Creek, lined from Coalinga,
Calif. Sign-up 9:30. Start 10:00 a.m. All
classes. \$3.00 entry. AMA Sanct. Info:
P.O. Box 414, Coalinga, Calif. Or Ph.
(209) 935-3311.

DAYTONA 200 NATIONAL CHAMPION-
SHIP AMA Road Race over 3.81 mi.
course for Experts. Admission \$5.00.

MOTOCROSS by the CMC at Carlsbad
Raceway, Calif. Fifth meet of Hallman
Trophy Series. Seniors run for cash,
Junior series winner takes 125 Penton
and one year's sponsorship. Leathers
etc. paid down to tenth place. First race
10 a.m. \$10 post entry, \$5 mail entry to:
P.O. Box 1402, Costa Mesa, Calif. Info:
(714) 646-3143.

MOTOCROSS by CMC North at Apple
Tree Motocross Track, 7 mi. north of
Freedom, Calif. on Green Valley Rd.
Mail entry \$5 to: CMC North, 944 Lucia
Dr., Concord, Calif. 94520.

SPORTSMAN SCRAMBLES by the Oregon
Sidewinders, at Clackamas, Oregon.
Race track is on SE. Lawnfield Rd., east
of 82nd in Clackamas, south of Portland.
Info: D. Seifert, Rt. 3 Box 290, Oregon
City, Oregon 97045, Ph. (503) 632-3857.

SEASON OPENER PERRIS

M/C Rec. Center **SUN.**
MAR. 15th

T.T. Scrambles
Revised Course For '70
CLASS C OR KNOBBIES
(Reg. Sat. Nite Program
Transferred to Sunday)

Open 10; Practice 10:30; Race 11:00

A.F.M. Road Race GRAND PRIX MARCH 15

★★★★★★★★

Orange County Intl. Raceway

★★★★★★★★

(Off Santa Ana Fwy.
near Laguna Canyon Rd.)
Children's Playground & Per. Toilets

DAYTONA SPEED WEEK

March 9 to 15

MON: Registration for Amateur and Expert riders only. Track open for practice. **TUES:** 9:00 a.m.-5:00 p.m.-Registration of riders. Practice over 3.81 mile course. Admission \$1.00.

WED: 9:00 a.m.-1:00 p.m.-Practice over 3.81 mile course. 3:00 p.m.-Sportsman races at Speedway. Admission \$2.00. 8:00 p.m.-Short track races for Novice riders at Memorial Stadium. Admission \$3.

THURS: 9:00 a.m. - 12 Noon - Practice over 3.81 mile course. 9:00 a.m.-Endurance runs starting from Speedway. 2:00-5:00 p.m.-Qualifying trials at Speedway. Admission \$2.00.

FRI: 9:00 a.m. - 12:00 noon - Qualifying trials and qualifying heat races for Novice and 250cc entries. 3:00 p.m.-100 mile Amateur Championship race over 3.81 mile course. Admission \$3.00. 8:00 p.m.-Short track races for Amateurs and Experts at Memorial Stadium. Admission \$3.

SAT: 1:00 p.m.-76 mile Novice race over 3.81 mile course. 3:00 p.m.-100 mile 250cc class race for Expert and Amateur riders over 3.81 mile course. Admission \$4.00. 8:00 p.m.-Short track races at Memorial Stadium. Admission \$3.00.

SUN: 2:00 p.m.-"DAYTONA 200" - National Championship AMA Road Race over 3.81 mile course for Experts. Admission \$5.00. American Motorcycle Association's annual motorcycle show at Armory Tuesday thru Saturday nights. Infield parking \$1.00 for cars.

FRIDAY, MARCH 20th

AMA PROFESSIONAL HALF MILE at Manzanita Park, Phoenix, Ariz. \$2400 purse, Ramp to jump by Evel Knievel. Agajanian Enterprises, night program. Nov., Am., Ex.

SATURDAY, MARCH 21st

GARY BAILEY'S MOTOCROSS SCHOOL at Dunlap Park, Fresno, Calif. \$15.00 for individual and group lessons, from 9 a.m. to 5 p.m. Info: (209) 255-2704.

SAT. & SUN., MARCH 21 and 22nd

ENDURO by the Texas Travelers M.C. San Antonio, Texas. Enduro runs day and night. Must have legal street machines. AMA sanct. Mail entry \$5 to: Texas Travelers Enduro, 2911 Jasper St., San Antonio, Texas. Info: ED 3-8598.

POKER RUN by the Safari Trail Riders at Jawbone Canyon, Calif. Turn off of Hwy. 14, 18-1/2 miles N.E. of Mojave, Calif. and follow "Safarai" signs for 5 mi. Easy access for trailer and campers. \$2.00 entry at camp. Women run Sat., Men run Sun. Dry camp bring water. Info: (714) 526-5670.

SUNDAY, MARCH 22nd

ROAD RACE, ACA National Points Road Race, at Carlsbad Raceway, Calif. All Jr. and Sr. GP classes. Also all tourist Trophy classes. Practice 9:00 a.m. First event 12:00 noon. Info: (714) 528-4290.

AMA NATIONALS, 80 mile Enduro Championship.

MOTOCROSS by the Huntington Beach MC at Saddleback Park, Orange, Calif. AMA sanct., dist. 37 points. Post entry \$4.00, mail entry \$2.00 to: Huntington Beach M/C, 14201 Riverton Circle, Westminster, Calif. 92683. Sign-up close 9 a.m. 3 app. dist. No. plates. Info: 539-8882.

MOTOCROSS by the Slow Spokes MC at Vito Villa near Portland, Oregon. Take Hwy 26 west from Portland, 9 mi. to Helvetia Rd., follow signs. Entry \$2.00 11 a.m. start, lots of trophies. Info: (503) 645-2269.

HARE SCRAMBLES by the Rough Riders MC at Carnegie Cycle Park west of Tracy, Calif. Lined from Hwy 580 and Carrol Hollow Rd. west of Tracy. AMA sanct. Entry \$2.50, sign-up 9 a.m.

HARE SCRAMBLES by the Invaders MC, lined from Lucerne, Calif. Third annual "Saucer Run" Two 40 mile loops, 10 a.m. start.

MOTOCROSS by the ACA at Saddleback Park, Orange, Calif. Take Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1-1/2 miles to entrance. Info: (714) 639-5832.

MOTOCROSS, ACA National Points Motocross at Anzac Raceway, Ave. T, Palmdale, Calif. Sportsman Classes 100cc thru open, Senior classes 125, 250 and 500cc. Practice 9:30 a.m. First event 11:30 a.m. Info: (714) 528-4290.

MOTOCROSS by the CMC North at Helvetia Park, 6 mi. West of Sacramento, Calif. on Hwy 16. Third race of CZ series, with free CZ Motocross bike going to points leader at end of six races. Info: (415) 682-3543.

MOTOCROSS by the CMC at Fontana Raceway, Calif. Sixth race of the Hallman Trophy Series. Seniors run for cash, Junior series winner takes 125 Penton and one year's sponsorship. Leathers etc. paid down to tenth place. First race 10 a.m. \$10 post entry, \$5 mail entry to: P.O. Box 1402, Costa Mesa, Calif. Info: (714) 646-3143.

HARE AND HOUND by Rough Riders M.C. at New Carnegie Cycle Park, on Tesla Rd., Livermore, Calif. AMA sanct. Info: (415) 846-8457.

SUNDAY, MARCH 29th

MOTOCROSS by the CMC North at Apple Tree Motocross Track, 7 mi. north of Freedom, Calif. on Green Valley Rd. Fourth race of CZ series with free CZ Motocross bike going to points leader at end of six race series. Info: (415) 682-3543.

MOTOCROSS by the CMC at Saddleback Park, Orange, Calif. Take Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1-1/2 miles to entrance. Info: (714) 639-5832.

SCRAMBLES by the Modesto MC at Modesto, Calif. Take Fwy. So. to Crows Landing Rd. out of Modesto to Taylor Rd., turn right. Lined from Modesto. Sign-up, practice 9-11 a.m., race at Noon. AMA sanct. Entry \$1.50, ride or watch.

the ACTION'S at SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

MARCH 8
Mini-Bike Scrambles

MARCH 15
SCTA Riding School;

MARCH 22
ACA Motocross

MARCH 29
CMC Motocross

Open Weekends, 8 a.m.-5 p.m.
Closed Weekdays
Admission \$2.50; Juniors & Minis \$1.50

SADDLEBACK Park

BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1 1/2 miles to entrance opposite state fire station. Phone (714) 639-5832.

AMA NATIONALS 95 Mile Enduro Championship.

MOTOCROSS by the Feather River M.C. in Marysville, Calif. Located under E St. bridge at Marysville. Easter egg hunt for the kids and free beer for adults. Sign-up 10 a.m., first race 10:30 a.m. AMA Sanct. Info: (916) 742-7785.

MOTOCROSS by the Dirtiggers North, 2nd annual Hangtown Motocross, at Placerville, Calif. \$1,000 cash to Sr., brass to Jr. riders. Practice 8-10 a.m., race at 10:30 a.m. Sat. races 125 Jr., Sr. and 250 Jr. Sun. races Jr., Sr., Open and 250 Sr. Info: D.D.M., P.O. Box 699, Loomis, Calif. Ph. CA 9-5659 or (916) 652-7800.

SUNDAY, APRIL 5th

MOTOCROSS by the Sprockets Motocross Club at Rose Hill, Kan. P.S.R.A. sanct. Mail \$2.50 entry to: 320 E. Evans, Wichita, Kan. Info: (319) 591-1459.

SAT. & SUN., APRIL 11 and 12th

GRAND PRIX, Desert, Motocross and Scrambles by the Viewfinders MC. Post Entry \$50.00, mail entry \$8.00 to: Viewfinders MC, 24417 San Fernando Rd., Newhall, Calif. 91321.

SATURDAY, APRIL 11th

HARE SCRAMBLES by the Mountain Toppers M.C. at Little Gem Cycle Park, Emmett, Idaho, near Boise. \$500 purse sportsman event. 75 miles, new mountain terrain, 1 number plate, 125, 250 and Open classes. Sign-up at 7 a.m., race at 8 a.m. Info: (208) 344-7741 or 343-5190.

PRO MOTOCROSS by the Owyhee M.C. at Owyhee Club Grounds Boise, Idaho. \$600 purse, Open class only, AMA or FIM License accepted. Sign-up at Noon race at 2 p.m. Three Sportsman classes run for trophies. Info: (208) 344-7741 or 343-5190.

SUNDAY, APRIL 12th

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E. Street bridge at Marysville. AMA sanct. Sign-up 8-10 a.m., first race 10:30. Info: (916) 742-7785.

ENDURO, 100 miles by the Polkadots Competition MC at Forest Hill, Calif. A.M.A. sanct. Post entry \$8.00, mail entry \$6.00 to: 1226 Q St., Riolinda, Cal. TT RACES 16th Annual 7 star TT races at Owyhee M.C. Club Grounds, Boise, Idaho. \$1800 purse. Info: (208) 344-7741 or 343-5190.

J.C. Agajanian Presents **100-LAP MOTORCYCLE RACES** SUNDAY MARCH 8 2:00 P.M.

GRAND PRIX

ALL SEATS \$4.00 KIDS 8-12 \$1.00 (UNDER 8 FREE)

ASCOT PARK 183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS

International Racing Enterprises
MOVES TO
ANZAC RACEWAY
With A Back-To-Back Series
MARCH 29- APRIL 5
1st Prize (Overall Junior Winner)
SACHS 125 M-X
1st Prize (Overall Senior Winner)
SACHS 125 M-X
Special 100cc Junior Class For 50% Trophies
FREE EASTER EGG HUNT (12 & Under)
MARCH 29th
1st PRIZE : New Maverick Mini-Bike
\$5.00 Mail Entry To:
I.R.E., 6605 Desoto Ave., Canoga Park, Ca.

LARGE SCREEN Free Films

Peck Park Auditorium
500 N. Western Ave.,
SAN PEDRO, CA.
(near Park Western Shopping Center)

Free Admission Free Refreshments
Fri. the 13th
Starts 8:00 p.m.

New MOTOCROSS & DESERT Racing Action

750 Soft Seats
NO TICKETS NECESSARY
Watch For Regular Monthly Free Film Showings
Sponsored By:
PACIFIC COAST HONDA
2073 W. Pacific Coast Hwy., Lomita

CYCLE NEWS

"America's #1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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LET'S TAKE A CLOSER LOOK

I am Craig Casper, father of Mike Casper whom you proclaimed to the world as "Pit racer of the Week" in last week's CYCLE NEWS. You have wrongly judged Mike and I won't rest until you have corrected your mistake.

I think you should have checked the facts more carefully before printing such a damaging article.

This piece of irresponsible journalism is an assassination of Mike's character both on and off the track and I'm sure that if you make a few inquiries you'll find that the story is unfounded and a gross exaggeration of the truth.

Many people who know Mike are quite upset with the way in which you have attacked him in this sly story and I think it is only fair that you make a complete investigation and print your findings.

Mike takes his racing seriously and approaches it in a mature manner. He is a mainstay of his high school football team and any of his coaches will vouch for his sportsmanship and respect for authority. Pit racing is something we all abhor and I have preached to Mike on this subject often.

He has been raised not to be a smart alek and I believe that he is incapable of the flippant behavior and blatant disregard of safety regulations that you accuse him of in your paper.

CRAIG CASPER
Woodland Hills, Cal.

In our eagerness to catch and crucify a pit racer it looks like Mike Casper has been made to bear the sins of the world.

Mike raced an orange Maico for Motocross Cycle Sales of Woodland Hills, Cal. at the last Huntington Beach Cycle Park motocross. He won his first moto but the bike quit and he had to push across the line in the second heat. Concerned about the adjustment of his bike he rode to what looked like an open area and kicked it through the gears. On his way back to the pits he was stopped by Tony England, son of track owner Don England, and warned about going too fast and too close to a spectator. Tony wrote down Mike's riding number and Mike went coolly back to the pits where he stayed.

Throughout the day other chaps were observed pit racing and some were stopped and warned. At least one was was on another Maico. When all the stories of the various villains were compiled that evening, Mike's number came up and he was pinned with all the incidents. All this has been established in a week of phone calls with the Caspers, the track owners and various witnesses. Through the efforts of Mr. Casper and CYCLE NEWS Mike is now reinstated at H.B.C.P. Tony England's warning still stands but Mike is welcome to ride and we're sure that he is the last person you'll see pit racing. .Ed.

RAPID TERMINATION

I'd like to commendate Malcolm Smith of K&N Service as a gentleman above reproach. I recently purchased a '70 Husky Cross for the sole purpose of racing motocross. I needn't explain about the warranty, it terminates as you roll the bike into the back of your truck. After racing at Saddleback the bike was popping out of first, and loading up terribly. I took the bike to K&N and Malcolm stated he would fix the bike gratis, as he felt it was a factory fault. The trite cliché, "We service what we sell" is truly applicable with this company.

BILL LELAND

ELSINORE REASSESSMENT

I would like to use the pages of Cycle News to apologize to Mr. Tom Paschal, owner and operator of Elsinore Raceway.

Some time ago in a "Voice" letter I referred to Mr. Paschal's track as a "death-trap." This is definitely an untrue description of this track. There have never been any fatalities at Elsinore since it went into operation. Mr. Paschal has really improved his track recently and even the big bikes can have a good run.

C. BYERS
San Diego, Cal.

PROTECT RIDERS FROM SPECTATORS

Your February 10, 1970 cover picture was a dramatic example of the single biggest problem I've seen in motocross. As a rider and spectator my interest for motocross has gone from the most exciting racing (or any sport) that I've been involved with, to uneasiness, to the point of fear - not for myself, but for the fool who sits on a beach chair separated by only a plastic ribbon from four or five hundred pounds of man and motorcycle going 50 mph or better on the rear wheel, inches from him! He couldn't move in time if he had a full minute, which he doesn't. The boy in the picture is dead if the bike is going his way.

Voices

This is all brought home because my best friend's Husky killed one man and lamed two others at Bay Mare and is now fighting a one million dollar lawsuit. All of this has considerably affected his life because he was one unlucky rider! I'm afraid the sport will be really hurt if there are not proper precautions taken by the clubs to "protect the riders from the spectators" - especially around start/finish areas. The Dirt Diggers did a good job of this at Hopetown. Chain link fence probably saved some injuries. Bay Mare has a fast start/finish area in some races, even an almost TT type surface. Spectators run back and forth across the course and are protected by a thick plastic ribbon.

DAVE LARSON
Marina Del Rey, Cal.

GET IT ON

Ref. to Walt Mulconey letter to Voices Feb. 24th issue.

Anyone who feels that he can write better desert coverage than our corres-

pondent Dick Wright should get it on. In the years that I have read the Cycle News, the desert coverage has never been so good, his eye witness reports, facts and Novice, Amateur, Expert and trail bike finishing lists are as accurate as possible on race day. He doesn't have a week to figure them out.

Walt Mulconery should have read the entire article about N.J. Roberts. He was not in the desert every week last year he had other things to do, "but when he is he is the man to beat." Walt should have asked J.N. about it. Is it possible that there is a hang up between the stuntman and a movie star. If so, the rest of us don't know about it, and you took a heck of a way of telling us about it.

ROY PERKINS
Sunland Shamrocks

EVERYONE CAN HELP OUT

On Saturday and Sunday, March 7th & 8th; the Gripster Motorcycle Club will be playing host to the largest turnout of spectators to ever witness a motorcycle event in the United States.

We are appealing to all the people that will be there to witness our Third Annual Grand Prix, to give us a helping hand.

Last year we had a crowd estimated at seventy-five thousand people, we are expecting to top the one-hundred thousand mark this year.

With crowds of these proportions, the control of spectators lining the course will be a monumental task. You can help us by staying completely off the course and by informing your fellow spectator to do the same. We have been fortunate in our past two Grand Prix that no serious injuries have accrued to spectators or riders. It is these past successful events that have assured us of a place to have a Grand Prix this year. We would like to continue sponsoring this event and need your cooperation and help.

GRIPSTERS MOTORCYCLE CLUB

LEGISLATIVE PROGRESS

Mr. Charles C. Clayton, Publisher
Cycle News
Box 498
Long Beach, California
Dear Mr. Clayton:

Thank you very much for your kind letter of congratulations on Wisconsin's new Motorcycle Outdoor Recreation Program which I recently signed into law.

Recognizing the recreational preferences of our citizens and providing opportunities for the safe enjoyment of these pursuits is a legitimate concern of government. I was happy to be able to sign this excellent piece of legislation into law. This new MORP program is another step in our effort to open the natural beauties of Wisconsin to all our citizens and visitors. With the creation of motorcycle trails as well as the advent of snowmobiles, new vistas in enjoyment of natural beauty are being discovered.

WARREN P. KNOWLES
Governor, Madison, Wis.

FOR ONCE

I would like to thank the Sledriders for a great fun day of motocross racing at Huntington Beach on February 22. The events were well run and above all for once the flagman really got with it. Good work, guys.

BILL TOMPKINS
Pres. Agoura Valley M.X. Assoc.

INCONSISTENCY

As long as the CMC is parading their rules and regulations for riders at the meetings, the organizers should adhere to them too.

The event in question is the disgusting exhibition of a badly run organization at Carlsbad, February 15. In the start of the 2nd moto of the 500cc Experts five rider were involved in a crash. Three of the five riders were sprawled across the track with the wind knocked out of them. The race was not restarted. When asked why not, their explanation was, they did not see it until the 2nd lap! In the start of the 250cc Experts one rider fell, quickly drew off to the side, but the rest of the riders completed the lap then were stopped, and the race restarted. Why? Or shouldn't we ask.

KEITH SHAFFER
Bell Gardens, Cal.

HE DID IT HIMSELF

I have enjoyed CYCLE NEWS for three years but today I was hurt when I saw that you listed my son Gary Landry of New Orleans, La. as Did Not Finish and gave fifth place in the Astrodome short track Amateur final to Darryl Hurst. Actually it was Hurst who was out and Landry was fifth. You had all the others right, why couldn't you get his right. He worked hard to get fifth. I'm not asking you to give him anything, he did it himself. He wore a bright yellow suit and was not hard to tell him from the other boy.

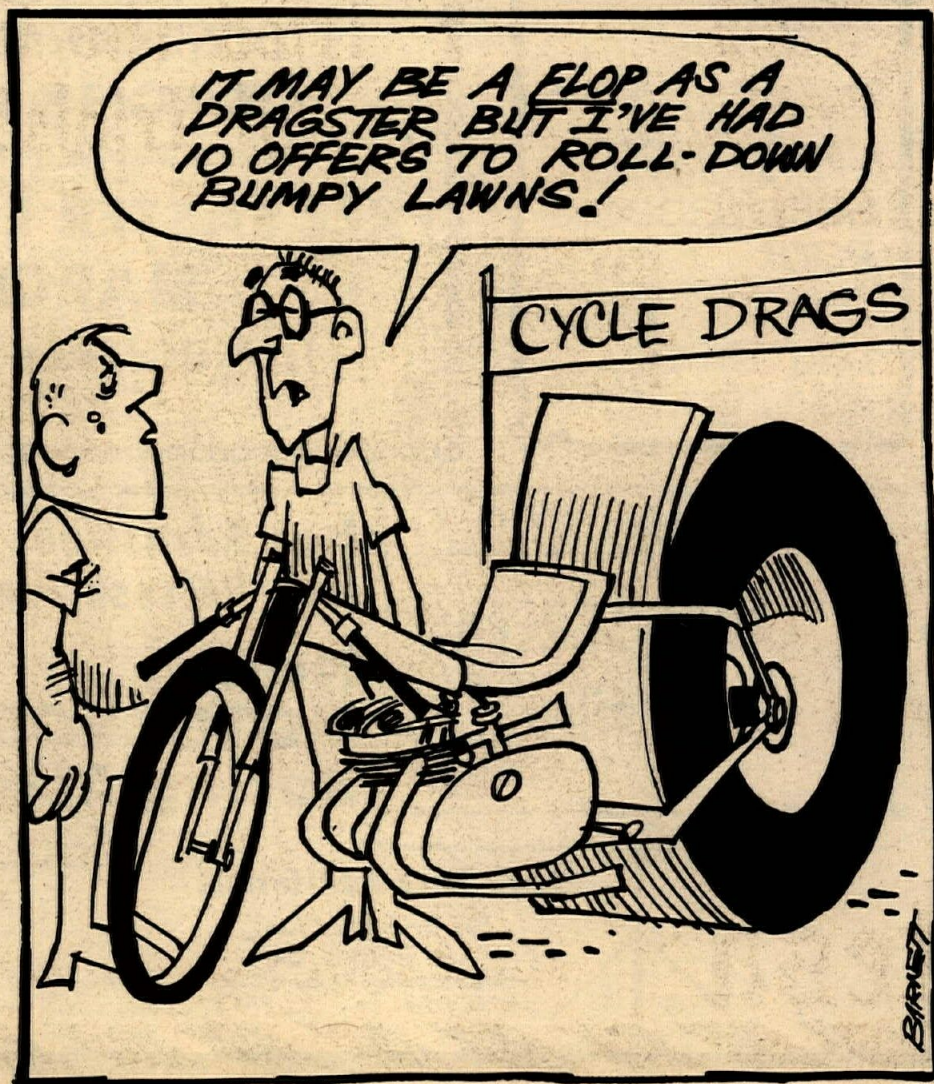
MRS. NOLAN LANDRY
Lake Charles, La.

CAN'T SAY ENOUGH

Team Motocross, Deadman's Point, Feb. 8th. I just want to give "Many Thanks to Rescue 3". I was hit by 2 bikes as they crashed at the Feb. 8th Deadman's Point Motocross and I was in their way. It really scared me and when I looked up here was the Red uniform coming to me and I knew I would be helped. How we all depend on them being at the races and know we all feel better because they are there to help our loved ones racing. I can't say enough, thanks to them.

To me, there is no more honest people than the racers of today.

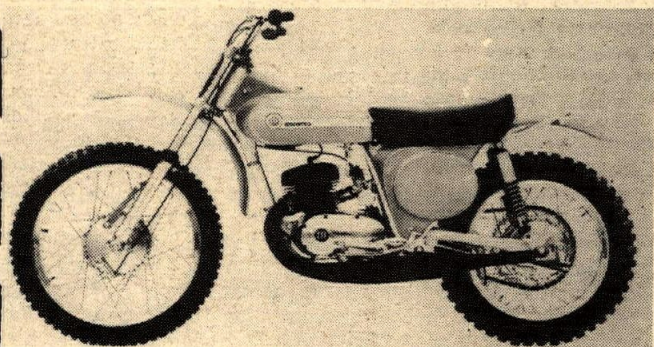
C. STEAGALL
Victorville, Cal.



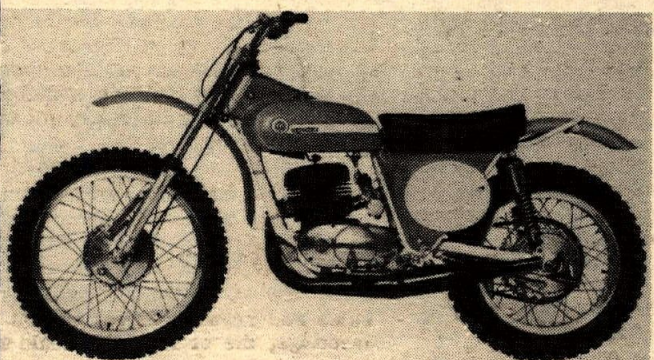
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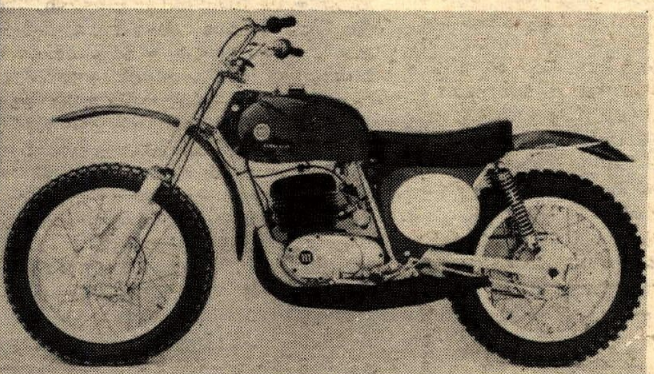
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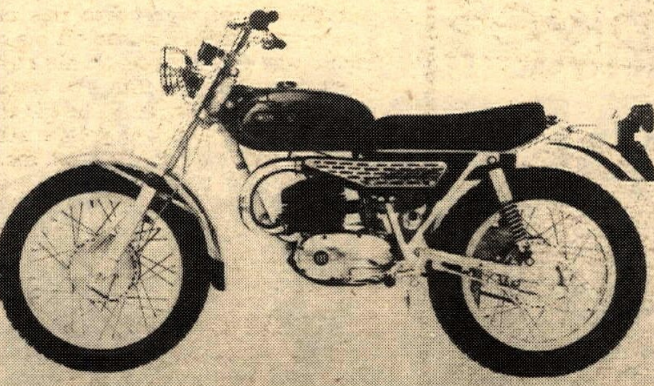


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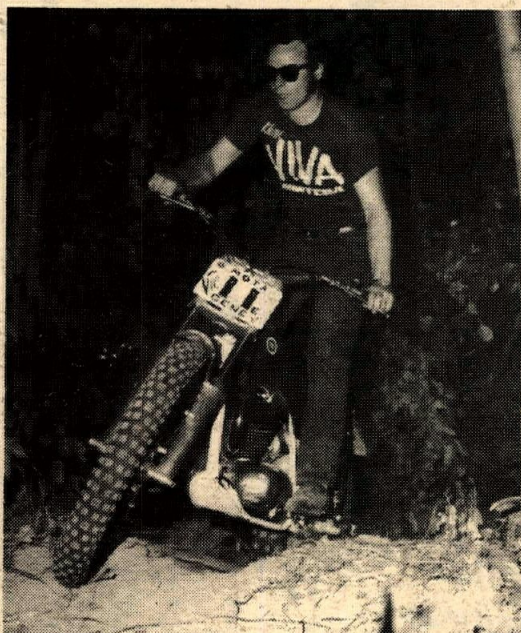
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STAGE SET FOR GREATEST DAYTONA 200

By Dewitt Thuett

This year's Daytona 200 is shaping up to be the greatest one on record. Those are strong words for an event that has run since 1937 but it is true, none the less. March 15th will mark the 32nd start of the most famous of the AMA Nationals and it will be the climax of a hectic week of dirt track races and road races for Novices, Amateurs and Experts.

It all started as Harley vs Indian, then for a few years Norton challenged, later Triumph and BSA, and most recent, Yamaha and Suzuki.

The annual Speedweek at Daytona from March 9th through 15th now has all the major brands, plus quite a few that are not so major, all going for the big win in the "Daytona 200".

The new ruling allowing 750cc machines has thrown the door open to an entirely new phase in racing, a phase that will unfold on March 15th.

New names such as Honda, Guzzi, Norton and BMW join the list that grows daily for America's oldest and most traditional race. The stakes for this single event stand at \$15,000 plus.

For the first time the famed Speedway will play host to the three cylinder machines of Triumph and BSA. The four cylinders of Honda, the twins of BMW, Norton, Guzzi and Harley's new 750 overhead valve twin.

Never before has the race atmosphere changed so completely from one year to the next. Everybody has jumped on the bandwagon now but only one rider and one machine can win. This is the only aspect that has not changed. Elation is assured for one and disappointment is guaranteed for many.

At the present time all but a very few are all smiles and all going well over the 150 mph mark.

Let's Take A Look At How They Line-up.

BSA: The big news from Birmingham, of course is the announcement that "Mike the Bike" Hailwood will ride a Rocket Three in the the Daytona 200 this year. This report broke in the English papers and was confirmed by BSA in this country.

Mike will team with Dave Aldana and Jim Rice, both of whom have proved that they can get the gas on but they are dirt track specialists and have negligible road race experience and none on the high Daytona banks.

Ken Pressgrove, the third member of the BSA team campaigning in the Nationals is still recovering from injuries incurred at Houston and will be out of action until April.

The BSA engines have had more hours on the wall than any of this year's new engines as a result of the BSA record runs conducted last year.

Top speed is a big factor at Daytona as well as experience and reliability. The factory is claiming 170 mph for the specially built Daytona machines and Hailwood brings in what amounts to years of road racing and Daytona experience. BSA's long distance record runs gave them a chance to work out the reliability so they could have a good chance at least for one bike.

HARLEY-DAVIDSON

HARLEY-DAVIDSON: Milwaukee is breaking out their new 750cc twin modified "Sportsters" for the first time. A controversial machine all last year that has already been tested at Daytona a few months ago. Some H-D people flatly state it will run well over the 160 mark. Others say right at 154 mph. Harley has a five rider team of which four have Daytona experience. Team leader and Daytona winner the past two years is Cal Rayborn. He is solidly backed up by National champ, Mert Lawwill, three time winner, Roger Reiman, dirt tracker Bart Markel and first timer at Daytona, Mark Brelsford.

Rayborn is the only one that has proved he can ride road races and win in recent years. Lawwill is consistent, Markel is getting better. Reiman is a big question mark and Brelsford could be the surprise of the entire team. H-D yearly works harder, spends more money and has the desire but they will have to be right the first try since they cannot count on rain saving them as it did last year. We will bet that the reliable old 750 sidevalve that has won for Rayborn in '68 and '69 will be ready and waiting - just in case. Harley is supposed to have 200 of the new road racers for sale by race time but don't expect to see many more than five at Daytona. A good bet at 5 to 1.

HONDA

HONDA: For the first time since Honda came to this country to sell motorcycles they will be joining the club. Early reports had a small budget team coming from England on a private basis. Honda officials denied there would be a team but the ink was not even dry before they were in Daytona and not just sunning themselves on the beach. For some reason or other Honda always made a big thing out of entering European Grand Prix events but have tried to keep Daytona a deep dark secret. Now they have brought out of retirement two of their former Grand Prix riders, Tommy Robb and Ralph Bryans from Ireland and added American Dick Mann for good measure. In addition they have Bill Smith, who is one of the largest Honda dealers in England and races many local events. It's hardly an accidental gathering of nameless faces who will enter the Honda 750cc four cylinders into national competition for the first time.

Guiding the team direction, but still not admitting it at this time is Bob Hansen who was behind the longtime G-50 Matchless efforts and in '67 sneaked three Honda Honda 450's into Daytona at the last minute. All three came over from the factory and were ready to go. Some Honda people are claiming 100 Horsepower and not laughing. Dick Mann is the only rider on the team with Daytona experience. No first time Daytona entrant has ever really seen the world on fire and this year will be no exception. For years Robb and Bryans rode one-of-a-kind special equipment, Daytona calls for basically stock production machines and the Hondas will have to be something really special to give them the edge. Weight and handling may be a problem. Honda may spend more than Harley to try for the win but they are still a relative longshot at 25 to 1.

Kawasaki

KAWASAKI: After three frustrating years at Daytona with the 250's, 250's and 500's the word is out that Kawasaki has no official team. Yet the world 125cc Grand Prix champion Dave Simmonds is coming from England on an announced factory special with horsepower stated at better than 75. Californian Dave Smith, who works for Kawasaki will be riding and have a Kawasaki tuner. In the Amateur class "The Texas Terror" Rusty Bradley will be on a Kawasaki. All three will ride the 500cc three cylinders. Simmonds rode in America a year ago with no luck whatsoever. Smith has been a capable road racer for some time but have never had the equipment. Bradley can win in Texas but has yet to be impressive away from home. Kawasaki mounted a full effort last year at Daytona and came up zero. On the surface the rumor may be no team effort but here's betting that all the top Company wheels will be on hand come race time. Coming in at 100 to 1.

SUZUKI

SUZUKI: This will be the second year for the 500cc two stroke twins. We'll see a four rider confirmed team and no secrets from the main office. Suzuki wants the win and is willing to pay for it.

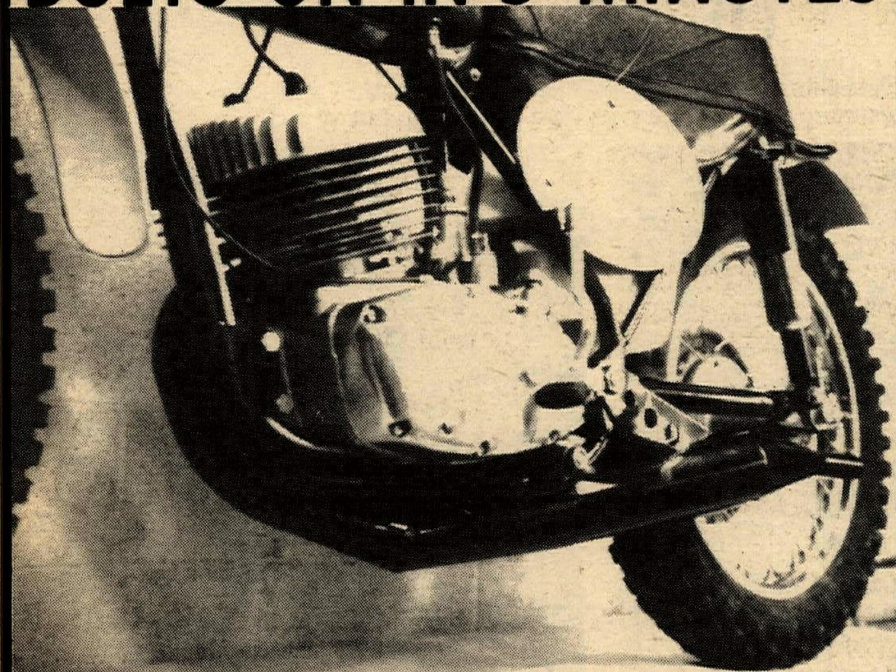
They have gathered one of the finest four rider teams ever assembled for the Daytona event. Three of the four are road racing "Specialists" and the other member has turned in a couple of more than creditable road race rides. Ron Grant, runnerup to Rayborn last year leads them off. Right behind is Sears Point National winner, Art Baumann. The latest addition is everybody's racer, Jody Nicholas who switched from Yamaha to Suzuki a few minutes ago. These three riders give Suzuki, which is said to be lighter and faster, as potent a threesome that ever headed for the Sunshine State. Backing them up is Jimmy Odom who is better known on dirt but is a fine rider who set a track record for Honda at Daytona the first time he ever stepped over a gas tank for a road race. If desire can win then Suzuki will win the Daytona 200. The Sears Point upset sent them sky high and the sky is the limit with a team that has no weakness in rider ability. Yamaha has lost Baumann and Nicholas to Suzuki over the past two years. Grant has been a faithful for some time. Odom continues to freelance until he hits the Jackpot. By no means an idle threat. Bring them in at 10 to 1.

Continued on page 16

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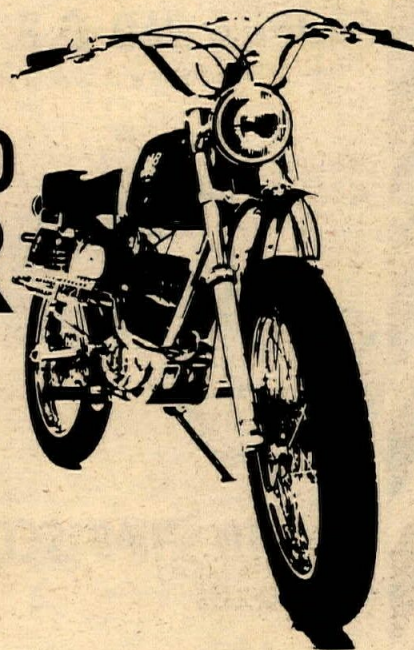
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Switzer Swipes Vegas European Scrambles

MINT "400" ENTRIES AT RECORD RATE

CYCLE NEWS Page 7



Max Switzer gets airborne on his way to overall win, back in action after broken leg.

By Kibby W. Scales
Photos by Mike Morris

LAS VEGAS, NEV. Feb. 15, 1970— With the desert powder dry, dust and more dust was the order of the day. By the time the Open class ran, powdered dust was hub deep in some areas and stuck throttles, fouled plugs and strange sounding engine noises became quite common.

First off the line were the 0-125cc machines with Sachs mounted Casey Folks taking the lead and proceeded to lap most of the other riders during the one hour run. Lee Mayse (Sachs) took the second spot.

Next off were the 126-250cc group with Bill Hill (Gre) grabbing the lead and he was never challenged throughout the race. As the race progressed the

course continued to deteriorate until foot deep ruts and fine powdered dirt took its toll of man and machine.

The Open class was next off with Jack Johnson (Hon) taking the lead and Tom Scales (Hus) and Max Switzer (Hus) in pursuit. In the second loop Switzer took the lead with Scales taking the second spot.

(Results on page 19)

LAS VEGAS, NEV. — In the final month before race week, Mint "400" entries are piling into Las Vegas Race Headquarters at a record rate.

"We're receiving more than a dozen entries a day," said Race Director Mel Larson. "The entries are from more than 20 states plus Canada and New Zealand."

The \$50,000 desert chase, known as the Mint "400" Del Webb Desert Rally, has attracted top-name drivers and Hollywood celebrities alike. Indy "500" winners Roger Ward and Panelli Jones are seated in the first two starting positions with actors Steve McQueen and James Garner starting further back in the pack.

The race — richest in off-road racing history for both autos and motorcycles—guarantees \$6,000 for the winners of each of four divisions, with nearly \$10,000 in prize and contingency money going to the vehicle with the fastest elapsed time.

The 400-mile desert chase is run over a 50-mile Southern Nevada desert loop which allowed only 10 percent of last year's competitors to finish. "The course is even more challenging this year after melting winter snows have washed over the course," Larson comments.

"The week of racing and festivity begins Saturday, March 21 and lasts through Tuesday, March 24," said Larson. "A parade through downtown Las Vegas, led by Grand Marshall Buddy Hackett, will kick-off the event. Also highlighting the race will be a Beauty Pageant and Victory Banquet," he continued.

The Mint Hotel in downtown Las Vegas will be Race Headquarters, with the Sahara-Mint Gun Club, 12-miles north of Las Vegas, marking the start-finish line and spectator area.

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Bruce Baron has been watching Roger De Coster.

ANZAC HI DESERT RACEWAY PERFECT



The new Anzac course looks like it's moist, sandy and pure fun. These 125cc riders make the most of the good traction.

By Ron Szilagyi

PALMDALE, CALIF. March 1, 1970 — The rain was falling Sunday morning at Anzac raceway, but the showers seemed to make the hi-desert course perfect. There was no dust and the wet sand gave the riders good drive.

The first race of the day was a combination race with 100cc Juniors and 125cc Juniors and Seniors running together. Dave Rodgers on a 100cc Bultaco gave a good battle to Gary Bailey and John Rice, both Sachs mounted 125cc Seniors. Gary Bailey took an easy overall win in the Senior class. The combo race saw Jon Miller take the 125cc Junior and Dave Rodgers the 100cc race.

First place 500cc Junior was Alan Wurtzel (CZ) and David Smead (Husky) took second. Gary Bailey (Greeves) won the 500cc Senior race with Mark Blackwell (Husky) in close contention, second. (Results on page 19)

AFM RULE CHANGES FOR 1970

American Federation of Motorcyclists Los Angeles chapter President James Manning recently explained regulations changes for 1970 that are hoped to promote larger starting fields for better racing and improved spectator interest while at the same time making high speed road racing safe for both Junior and Senior riders that will be in the same races.

This year all riders except first year road racers will be classed as Seniors. Junior riders will be required to wear a white 6 inch square patch on the back of their leathers that will identify them to a faster rider approaching from behind. Closing speeds in road racing are very high and making the slower riders identifiable as Juniors will make passing safer for everyone on the track.

A Junior wearing a patch may petition to the AFM National Representative after any race meet and seek permission to remove the patch and advance to Senior status.

When a rider does make the class shift the L.A. chapter will pay the entry fee for his first race.

Entry fees will be paid per rider this year and a single fee will allow a rider to compete on as many bikes as he wishes.

In the case of professional races with a cash purse that will draw the fastest west coast riders to the grid, the entry will be by invitation of the promoter only so the caliber of racers on the track at any one time will be equally high.

The purse distribution in the professional races will be left up to the promoters so it will be possible to concentrate most of the money into one class.

In fairness to all the riders who would not be racing in the professional events because of the invitational entry, the money races will not count toward season points.

The next race of the L.A. chapter of the AFM will be at Orange County Intl. Raceway on March 15th.

Rain Date: This Sun. March. 8th

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IT'S BSA FOR HAILWOOD AT DAYTONA



Gary Anderson slams the gate on Jim Raymond Friday night at Trojan Speedway.

Fast New Track At Trojan

By Eddie Smith

SOUTH GATE, CALIF. Feb. 27, 1970 — Trojan Speedway put on its first show last night on the newly enlarged track. The flat track is now a quarter mile oval. The TT course was also changed and now has a bigger jump. The new track is much faster than the old one.

Larry Shaw won two trophy dashes on the new track. Shaw rode a Kawasaki in the 100 TT dash and a Bultaco in the 250 flat track dash.

On his Bultaco Larry Shaw won the 250 flat track main. Larry also placed second in the 100 TT Main on a Kawasaki. He finished third in the 100 flat track main riding a Kawasaki.

Winning two main events at Trojan was

Steve Bast. He rode a Yamaha in the 250 TT main to a victory. Steve also was mounted on a Yamaha in the 125 flat track main event which he also won.

Besides winning the two main events Steve Bast placed third in the 250 flat track and third in the 125 TT mains. He also rode Yamahas in both events.

Danny Hockie who won the Friday the 13th 50 lapper had some bad luck this week. Hockie dumped his bike over twice. In the 250 flat track dash he clipped Shaw's rear wheel and went over.

Hockie on his Ossa was leading the 250 TT main when another rider hit Danny's bike and ended his chances for a victory. Fortunately Danny was not hurt in either spill.

(Results on page 19)

Mike Hailwood, nine times World Champion road racer and holder of the world's one hour speed record set at Daytona in 1964 will ride a BSA Rocket Three in the Daytona 200 March 15th.

The announcement came from BSA's Eastern offices early last week. BSA team riders Dave Aldana and Jim Rice will also be competing but their specialty is dirt track and Mike's road racing excellence and Daytona experience greatly increases BSA's chances for a win in the National classic.

Hailwood retired from motorcycle racing in 1968 and turned his interests toward racing four-wheelers. Mike was known to have become disenchanted with the cars but details of how he was coaxed back into motorcycle racing by BSA are unclear at this time.

A press conference is slated when Mike gets to Daytona and the world will be waiting to hear about his future plans with BSA and motorcycle racing.

The Daytona machines are being built in England and Hailwood and the other

riders will try them for the first time when they arrive at the speed bowl.

However, some technical details are available and the new bikes sound like they just could be the rig to catch the checkers at Daytona.

Horsepower is rated at a phenomenal 85 at the rear wheel and that translates to 170 mph high up on the wall. Frame and forks have been specially developed for road racing at the BSA research and development plant in Umberslade, England.

Fairings underwent testing in the RAF wind tunnel at Farnborough and the BSA aerodynamicist is coming over to keep things as slippery as possible.

Brakes are a 250mm Fontana 4 leading shoe unit in the front and the rear boasts a 12" Lockheed hydraulic disc. The clutch linkage is also hydraulic and special Daytona compound Dunlop tires are fitted.

Fuel is carried in a 6.2 gallon maximum allowable sized tank and the overall weight is put at 400 pounds plus.

HUNTINGTON BEACH CYCLE PARK DEVELOPS MINI COURSE

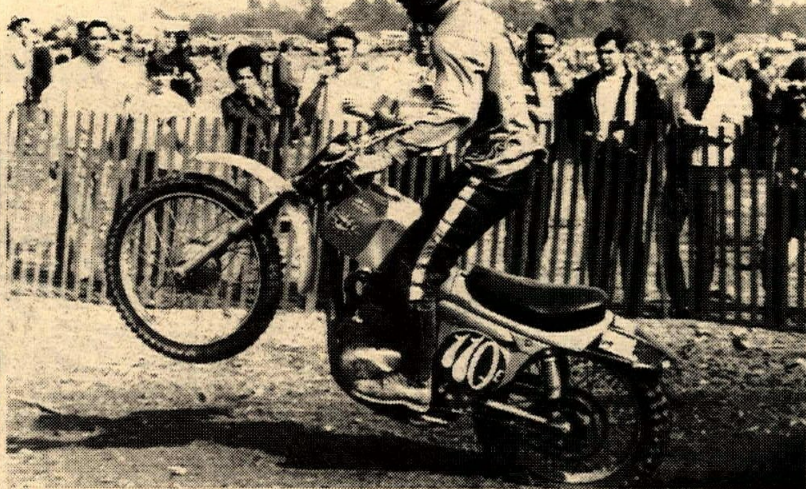
HUNTINGTON BEACH, CALIF. Feb. 10, 1970 — Bowing to popular demand, Huntington Beach Cycle Park has constructed a brand new minibike TT course and hill climbs for minibikes only. It got the stamp of approval from Robert "Crash" Rankin, one of the better known minibike racers. The new minibike course was designed and built under the watchful eye of little 10 year old minibike rider, Mark England, who drew up the plans at

school. Perhaps this accounts for its instant popularity with the younger generation. The new course will be open to minibike riders each Saturday from 10 till 4. Safety requirements will be stressed and each rider will be required to wear helmet and shoes and to come with his parents or guardian. One of the most desired features of the new beach course is that the young rider can choose either the TT type course or the Hill Climbs.

WESLAKE MÉTISSE IS THE MARGIN OF VICTORY



HARE SCRAMBLES, LUCERNE, CA. Feb. 22, 1970 — The legendary "Desert Fox", J.N. Roberts, teamed up with the legendary Rickman Weslake Metisse today for the 2nd OVERALL victory a 4-stroke motorcycle has scored in the desert in the last 3 years. (The first victory came only 4 months ago when Jack Byers rode an identical Rickman Weslake Metisse for the win at the Dist. 37 Hare & Hound Nov. 16). Due to confusion at the start J.N. was 3 minutes late getting away from the line, yet still managed to finish with 5 minutes in hand over the nearest of 600 challengers.

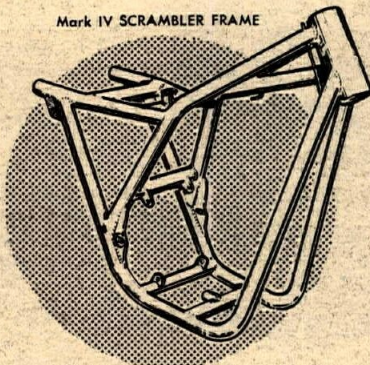


MOTOCROSS, ANN ARBOR, MI., Dec. 31, 1970 — Consistent Dick Burleson was named today as the A.M.A. National Sportsman Motocross Champion for the 1969 season. Riding a Rickman Weslake Metisse, Dick proved to be the winningest rider in his District, in his Region, and in the entire United States.



MOTOCROSS, HUNTINGTON BEACH, CA. Feb. 1 & Feb. 8, 1970 — Flying Bob Maynard made it look easy as he swept the 500cc Senior Class Motocross Feb. 1st at demanding Huntington Beach Cycle Park. Demonstrating it was no fluke, he repeated the feat a week later when he again had it all over the highly touted 2-stroke with his Rickman Metisse.

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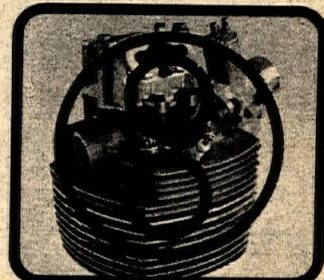
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ISDT Qualifier Features Europeans, Wet Weather

By Leonard Sipe

MOJAVE, CALIF. March 1 — The first International Six Days Trials qualifications round held here today gave ISDT hopefuls a preview of what lies ahead for them in Europe.

The 120-mile enduro type run was presented by the Prospectors MC and covered a variety of terrain. It was a point-to-point race against time, with riders encountering rain, snow, cold winds, and mud. Also included were three special events allowing riders to earn bonus points for gold, silver, and bronze medals similar to the ISDT.

This event, along with the Berkshire Trials scheduled in May and last year's Jackpine Enduro, will help determine the official U.S. team entering the ISDT this year.



Gary Conrad came out of semi retirement to field a Husky.

Starting in the Prospectors' event were 85 top riders, mostly from Southern California. International exceptions were Werner Salersky from East Germany and Englishman Malcolm Smith. Claes Nilsson and Lars Larsson, two Swedish riders who now work and live in California, were also entered.

Salersky, incidentally, is over here for the M-Z factory and is working with M-Z distributor Mike Patrick. Together they are determining what changes might be necessary for marketing the M-Z "Cross-country" model in Southern California.

The Who's Who list of California riders was led off at 8 a.m. by ISDT veteran Dave Ekins, aptly bearing plate number one. Riders were sent off in the rain at one minute intervals after starting their engines cold.

The start/finish point was Cinco Station (Tokiwas), 15 miles north of the desert town of Mojave. The long first loop began through Lone Tree Canyon and included the first special event, a downhill section.

Then, after going through the first check, riders made their way to Jawbone Canyon for the second event, a modified hillclimb. Then on into Red Rock Canyon for gas.

After passing under the bridge at Red Rock, riders went into the Iron Canyon area where they encountered rain, cold winds, and snow.

Here also in Iron Canyon was a unique obstacle calling for quick thinking on the part of a few of the later riders. It seems some old gal, apparently descended from Calamity Jane, emerged from her obscure mining shack and began brandishing a shotgun at some of the riders. She insisted they get off'n her dad-blamed property and don't bother her no more. There were a few hasty yes ma'ams! and the heinous trespassers pushed on in an inspired manner.

At Last Chance Canyon, those arriving early had a chance to warm their hands at the fire, grab a candybar, and fuel up again. Lars Larsson had to put paid to his efforts at this point because of mounting clutch and carburetor ailments with his 400cc Maico.

After checking back in at Cinco Sta-



This even looks like the real International Six Days Trial. The Prospectors flew in gray weather for realism. The chap on the factory MZ is Werner Salersky.

tion, contestants took off for the short second loop. This contained the third and final special event, a timed cross-country run along Barren Ridge. Here riders encountered more snow and icy winds before dropping down to the desert's floor and circling back to the finish.

A partial, unofficial list of finishers: Dave Ekins (100 H-D); Werner Salersky, E. Germ. (250 M-Z); Tom Penton (125 Pen); Preston Petty (125 Sac); Al Baker (250 Yam); Mike Patrick (250 Yam); Malcolm Smith; Gary Conrad (400 Hus); Claes Nilsson (500 Hus); Steve Hurd (500 M-Z).

Gold medals will be awarded those zeroing all check points plus earning 70

percent of the highest amount of bonus points carried by any individual rider in that class.

Silver medals will be awarded to those riders compiling less than 25 penalty points, plus earning 50 percent of the highest amount of class bonus points.

Bronze medals may be earned by riders who complete the event within the allotted time, plus earning one bonus point.

Every starter received a participant's medallion, marking him a member of this unique event.

Medals will be awarded at the next Prospectors trophy presentation sometime in March. Results when available.

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There are no replicas of this machine available to the general public. Unlike some other manufacturers, Jawa does not sell I.S.D.T. "look-a-like" play racers mass-produced for the trail bike market. The Jawa Gelandesport (250-350-402cc) is the real thing, hand-built for the uncommon man who demands the very best. It is not pretty and it is not cheap. It is a winner.

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CYCLE NEWS NORTH

Kenyon Tops 400 Riders In Salinas Winter Scrambles

SALINAS, CALIF. Feb. 22, 1970 — The Salinas Ramblers MC held its second event of 1970 and it was quite a success. Almost 400 riders signed up to ride this most difficult of Winter scramble tracks. An estimated 1500 spectators came to watch the action and there was plenty to be seen.

Al Kenyon paid extra money to ride two motors and made it pay for itself by winning both the 250 Expert and 500 Expert classes. Carl Cranke gave all a good race though as he was given a tie in the 500 and finished third in the 250. Between the two, they really make it all worth while to watch. Kenyon rode both

the heats and the mains with a feverish fury that shows great determination and mastery of the art of sand pit racing.

Bruce Anderson returned to the Salinas sand track after seven months recovering from a spill. He looked quite good in the 650 main astride his Triumph and in time should return to his own great style. Bill Landsborough led off the main but could only last a lap as Bruce motor-ed on by. Brother Lance Anderson took over in the second lap when Bruce went over the handlebars with a front end problem and took the checkered easily.

Norm Seidel won the 650 Amateur event after a good close race.

(Results on page 19)



The Salinas Sand Pit makes for a tricky course in the wet winter season. That doesn't keep the fast guys from getting crossed up at that jump just before the finish.

Super New Track In Northern Cal

The CMC has done it again! With less than two months existence in the north the CMC is proving that Northern California is a motocross dream. Now it has found another fabulous plot of land just 1 hour East of Sacramento on Highway 16. The 150 acres is in Plymouth across from the country fairgrounds. This land has a bit of everything: lots of sand, rolling hills, jumps, creeks, and mud. Just what all you riders have dreamed about for so long. Bill Smith, CMC's big cheese, says there's plenty of room for overnight camping in these scenic foot-

hills of the Mother Lode. Just think: wake up early on Sunday and find yourself camped out in the green hills, waiting for the excitement of a big motocross that day!

The mayor of Plymouth have even requested that there be a riders' parade through the streets of town and a wheelie contest before each day of events. This unique motocross track will be opening soon and may be one of the tracks that the current CZ trophy series will run on. From what we've heard it could become the best track in Northern California.

Oregon Cross Country

By Steve Wakeman

JACKSONVILLE, OREGON Feb. 22, 1970

The Motorcycle Riders Association of Medford, Oregon held a cross country at the granite pit near Jacksonville, Oregon. The course was 28 miles long and consisted of everything; some of the trails were not even as wide as the bikes handlebars, others were logging skid roads where only a bulldozer had been. There were mud and water holes 2 to 3 feet deep and frozen snow on the shady corners. There were logs to jump, tricky downhill which were almost impossible to stop on, and a granite road which allowed the rider to go as fast as he dared to go.

The start was a LeMans start. This is where the rider parks his bike and then walks to a line some 50 to 100 feet away and then they must run to the bike start it and proceed on down the course.

66 brave souls started out the race and only 39 finished. Tom Street from Klamath Falls on a 250cc Suzuki was first overall.

The course was set up and marked with white tissue paper and no one wandered too far off course. Gordon Mooney was responsible for the well marked and developed course.

The next event for the MRA is a Poker Run at the new, still under construction Sourdough Gulch Motorcycle Park on March 22, 1970. Some MRA members put in several Sundays of their own time to get the new park ready for riding. The purpose of the park is to get an area where the whole family can go and enjoy this fast growing sport. The park is a members only area due to insurance for accident, however memberships are not too hard to get. A single membership is \$12.00 and a family membership is only \$15.00 per year. The park is 1600 acres and the land was leased from the U.S. Forest Service

(Results on page 18)



Meet Brad Lackey

Sixteen-year-old Brad Lackey is back in action. After having broken his knee cap, ouch!, at Marysville, young Lackey will mount a 125cc Sachs and race motocross and hare/hound.

Lackey made his mark in Northern California this past year with very decisive wins at China Camp motocrosses. He spent 14 months in the novice, amateur categories and was just recently made an Expert. This in itself is quite an accomplishment and with a few more years of experience, hopefully Lackey can make the international scene. He has already proven himself to be an accomplished 125 Senior rider in the Inter-Ams and with help coming from Jim Johnson's Campus Suzuki, Brad should be fantastic to watch.

He will ride all the CMC North motocrosses to start with and as other series develop so will he.

When not astride his Sachs, he can be found at the class 'C' events checking on flat track racing. Although he doesn't ride this style he said that when he reached the proper age he would definitely try it.

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Brelsford Wins 10th Plus \$500 Barn Burner



Just part of the action.

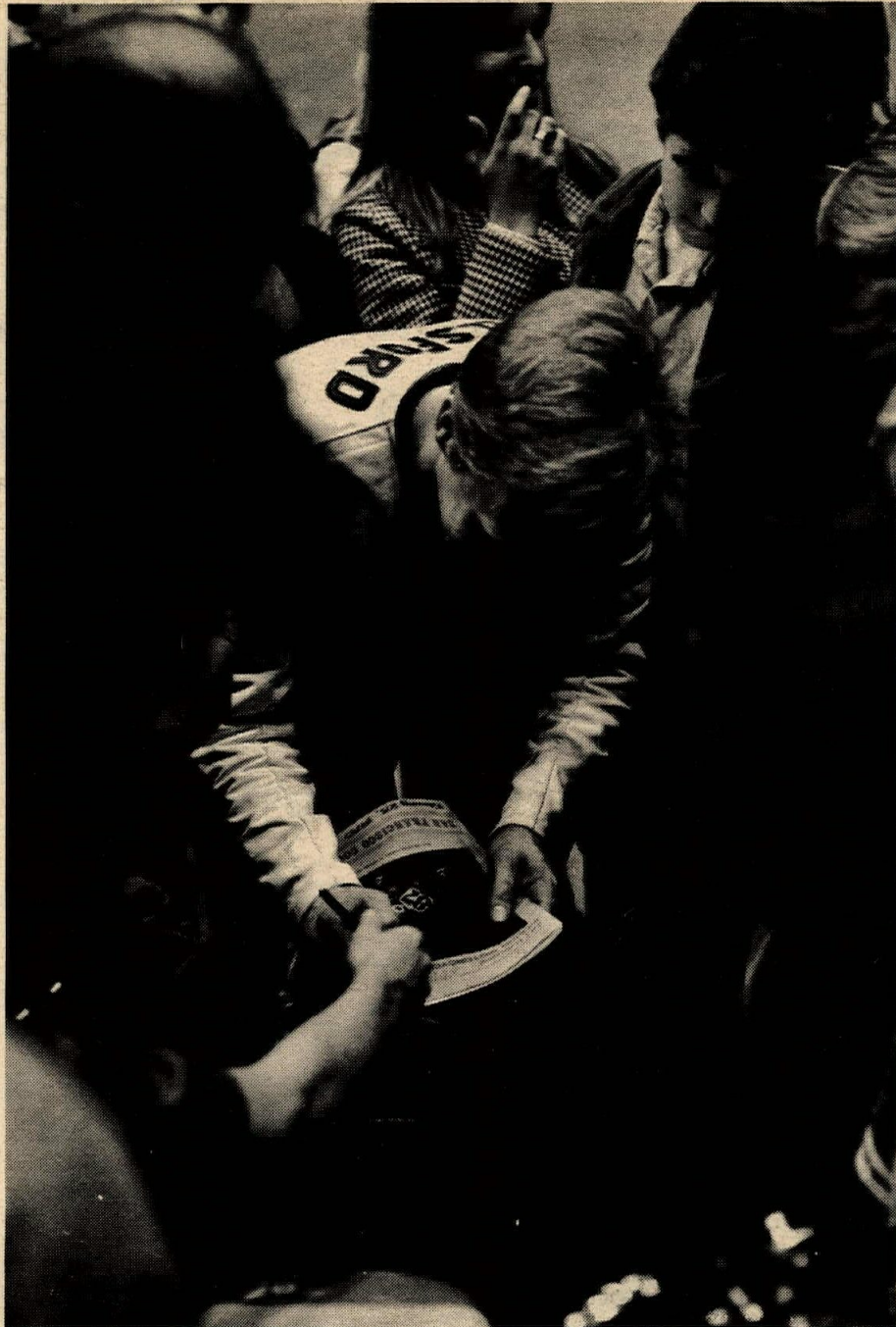
By Bill Spencer

COW PALACE, SAN FRANCISCO Feb. 28, 1970 - Mighty Mark Brelsford, without being overly repetitious, did it again and again in the season closer by winning the regular 15 lap main, his 10th win, and a special 25 lap Barn Burner for \$500.

Brelsford and his Harley-Davidson had no trouble winning the special main event as he came from an eighth spot start to second coming out of the first

turn. The pole position went to Dave Hansen who picked the magic number out of a can. Hansen led off the start but relinquished first to Mark on the second go round and dropped to third when Jim Rice also got underneath him. Brelsford then started to pick his way through the rest of the twelve man field with a few of the strangers dropping out.

In the regular main Al Kenyon led off from the pole and came out of the first



Winningest indoor professional Mark Brelsford is besieged by his fans for autographs.

turn about 15 feet in front of Brelsford, after they had tangled going in Kenyon then got quite wide and dropped back, apparently having hit the frame as he dove into the second turn. Brelsford was long gone then with old team-mate Butch Corder finishing second after holding off an onslaught by Ralph Waldeman.

Bob Scally led the 10-lap consolation

from start to finish beating out Matt Falconer and Greg Hodges.

Brelsford had many things going against him tonight as he started in the back row of his qualifying heat, which he won and being handicapped in the heat and semi, he managed a third and second respectively.

(Results on page 19)

Shasta Motocross Dry And Dusty

By Edna Conway

RED BLUFF, CALIF. Feb. 22, 1970 - The Shasta Motorcycle Club sponsored their second Motocross this afternoon, west of Red Bluff.

It was a dry course laid out in the foothills with two long straightaways.

Before the regular events started a Junior Race was run. Anyone under the

age of fifteen was eligible to ride. Nine boys entered, the youngest being nine years old.

In the 100cc class Lonnie Foreman on his Harley-Davidson Baja 100 led the pack most of the time in all the three five lap motos.

The 200cc class was captured by Jim Hubbard on his Yamaha. He also won all the motos in his class.

The biggest class was the 250cc's with thirty-one riders competing. Manfred Heyrend riding a Yamaha was first into the first turn all three races and from there just continued to stretch his lead to the finish line each time.

Charley Thompson on an American Eagle had to ride hard as second place Phil Heyrend, also riding an American Eagle, was a threat to him all afternoon. In fact, in the last moto, Charley trying to overtake Phil took a nasty spill approaching the finish line. He was able to remount his bike and take a seventh place enabling him to still place first overall in the Open class.

(Results on page 18)

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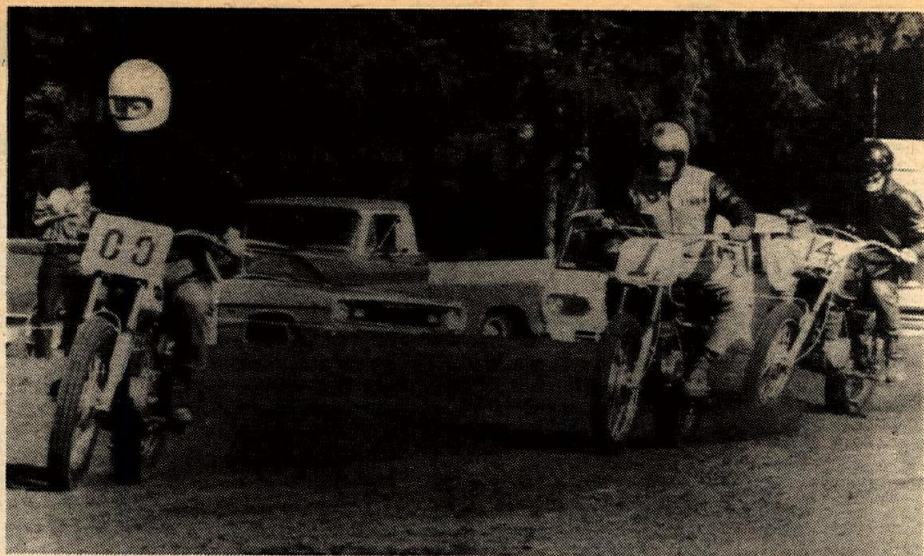
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Tom Watterson #00 rides his Yamaha hard, to win in Woodland, Washington competition.

WASH. RIDERS VIE FOR TOP HONORS

By N.A. Williams

WOODLAND, WASH. Feb. 22, 1970 — It was a cloudy morning but by race time it was clearing up and it turned out to be a warm afternoon for riders and spectators.

A field of 160 riders turned out to try for top honors on the day's fast track. The riding was fast and furious as each rider tried to add points to his credit for the championship that is coming up at the end of next month.

Three riders were hurt during the various main events. Jim Measure went down just off the line in the 100cc C Main, and was taken to the hospital to have a badly bruised leg looked at.

Len Wells went down on the inside of the right hand turn and left for the hospital with a shoulder injury.

In the Open class B Main Millar Angel went down over the outside bank of the track and left, under his own power, with a leg injury.

Gary Kapus went down in the 100cc Trophy Dash but was not injured. He took the 200cc Dash and the 100cc A Main without too much trouble, but ran up against Buck Murphy in the 200cc A Main. Buck was in the lead and holding Gary off until the last lap. Buck went a little high on a corner and Gary squeezed in under him and won the 200cc A Main by a bike length.

Another big winner of the day was Tom Watterson in the 250cc and 360cc classes. In the 250 class he took A-2 and in the 360 class he took the Trophy Dash and the A-1. Keep an eye on this boy, he should go far.

(Results on page 19)

Howard Wins Far West Scrambles

By Thomas E. Dining

EUREKA, CALIF. Feb. 22, 1970 — Good weather, good crowd, sunglasses and excuses not to ride were the order of the day at the Far West two-hour mud run. The excuses and sunglasses were mainly due to the club dinner and party the night before. But this course was the typical "men from the boys," in spades; about two miles of stumps, logs, ruts, water holes, mud and steep sections.

Classes were started at one-minute intervals with a blast from the shotgun of Far West President Glen Reed. The presence of the shotgun also seems to aid in keeping everyone over that front wheel.

Open and Overall winner, Gary Howard, took the lead at the start and was never challenged. Partially because his friend and rival, Dave Reynolds, had trouble with his machine.

Due to the strange weather (sunshine) and the party the night before, large gulps of water, soda pop, Gatorade and, if the officials weren't looking, beer, were poured into the racers as they stopped at the checkers' table. Jay Stradley found a way to cool off in a hurry when he dumped it into a huge puddle. After stopping long enough to shed some of his soaked clothes, he took off and finished first Open B rider.

Tiny Gene Harpe of Willow Creek was third Open on a Malco.

Brian Lee settled down after high-siding his CZ into the brush just after the

start, took over the lead a couple of laps later from another CZ rider, Dave Jackson, and went on to win the 250 A class. Jackson was 250 B winner. Jim Creech took second 250 B with a steady pace, and that is near impossible on this course. Creech was followed by Ossamounded Shawn Christie who played catch-up for his third place. Rookie mud rider, Virgil Teague, aided by "A HELL-UVA PIT CREW," managed to hang onto his Bul PurSang long enough for it to bring him into fourth and final trophy spot for the 250 B group.

Local motorcycle dealer, Richard Miller, was the only reportable injury of the day as he bumped the bar brace with his mouth, hard, chipping a tooth and splitting his gums enough to require stitches.

Bill Law came out of retirement on Don Wright's Penton to take first 125 A. After two hours on that course, he just might go back into retirement.

Paul Combs' new American Eagle brought his second trophy in as many outings as he took first 125 B. This guy was flat making it... Yamaha-mounted Ralph Dyer was third. Jim Ryan and his new Hodaka "Super Rat" picked up their first competition trophy in fourth.

The next event will be March 8 on the new course in McKinleyville, provided by Mr. Maurice Letz, owner and operator of the Cock Pit Drive-In.

We have already used this course and it is a beaut. Horse-shoe shaped affair and featuring six wild jumps, right and left "ride the wall" turn, excellent spectator visibility.

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Hilltoppers Mud Scrambles Goes Dry

By Carole Weigant

SANDY, OREGON Feb. 22, 1970 — Due to lack of rain for two weeks, the Hilltoppers M.C. Mud Scrambles turned into a Moto X. But since the weather was fantastic for riding the seventy-five competitors didn't mind.

The track was dry and very, very fast. The 100cc riders were first to make their bid for fame but it was Del Burgess all the way with three solid wins. In the 125 class Ron Waggoner on a Yamaha broke a ring in the first moto but after an upper end job between moto's he was able to make the points that counted to take a solid third place win.

The 250 class had a rider all the way from Calif. #382 Art Seibert. He gave Rick Burgett a good run for his money but had to settle for second. Rick also won first in the 125 class. Not bad riding for only 13 years old.

Art Seibert also rode in the 260 class but only under the condition he forfeit any trophy position he won because of

no class jumping. Technically Dick Jagow took a second, which doesn't happen very often.

In the Open class it was three wins for the unbeatable Ron Brown, and a very close fight for second between Bob Weigant and Jack Baxter, who traded place back and forth all day.

In the 20 minute sweeper the 125's started first, then the 250 and the Open bikes. Dick Jagow and Art Seibert came in one-two, and there was long stroke rider Ron Brown who passed 30 two stroke bikes to take an unbelievable third. (Results on page 18)

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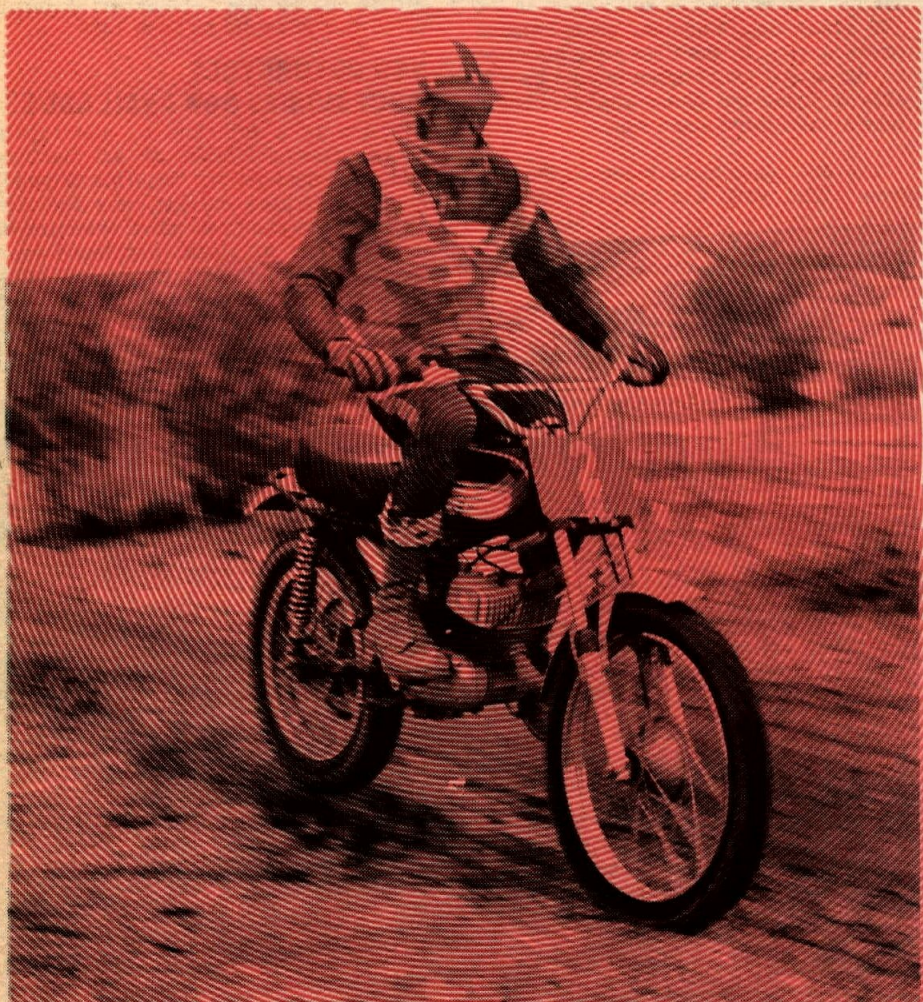
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Whitey Martino Wins On Flat Front Tire In Desert

By Dick Wright

ADELANTO, CALIF. March 1, 1970 — Whitey Martino running the last thirty-five miles on a flat front tire put it to the boys on a very damp forty mile course. Whitey said "it was a hard packed course and really shook you up". The race was controlled by Huskies all the way. The first lap of the two round race brought J.N. Roberts to the

pits first, with Martino close behind. In the third lap was Bruce Dunford. As the three Husky riders brought their bikes to life for the second lap, J.N. Roberts and Martino were in close contention. Martino got by Roberts when J.N. was forced to stop and make repairs. Roberts took second and Dunford third in the final results. Tom Poteet on a 250 Bultaco was next, followed by Terry Riquist also Bultaco mounted.



Terry Clark speeds across the desert to take second place in the 100cc class.



Whitey Martino won the desert race on a flat tire, beating J.N. Roberts by minutes.

Dave Williams the son of J.D. Williams, a top rider of a couple of years ago, pulled in next taking first Amateur on a 250 Yamaha. Wes Anderson Jr. was second 250 Amateur also Yamaha mounted.

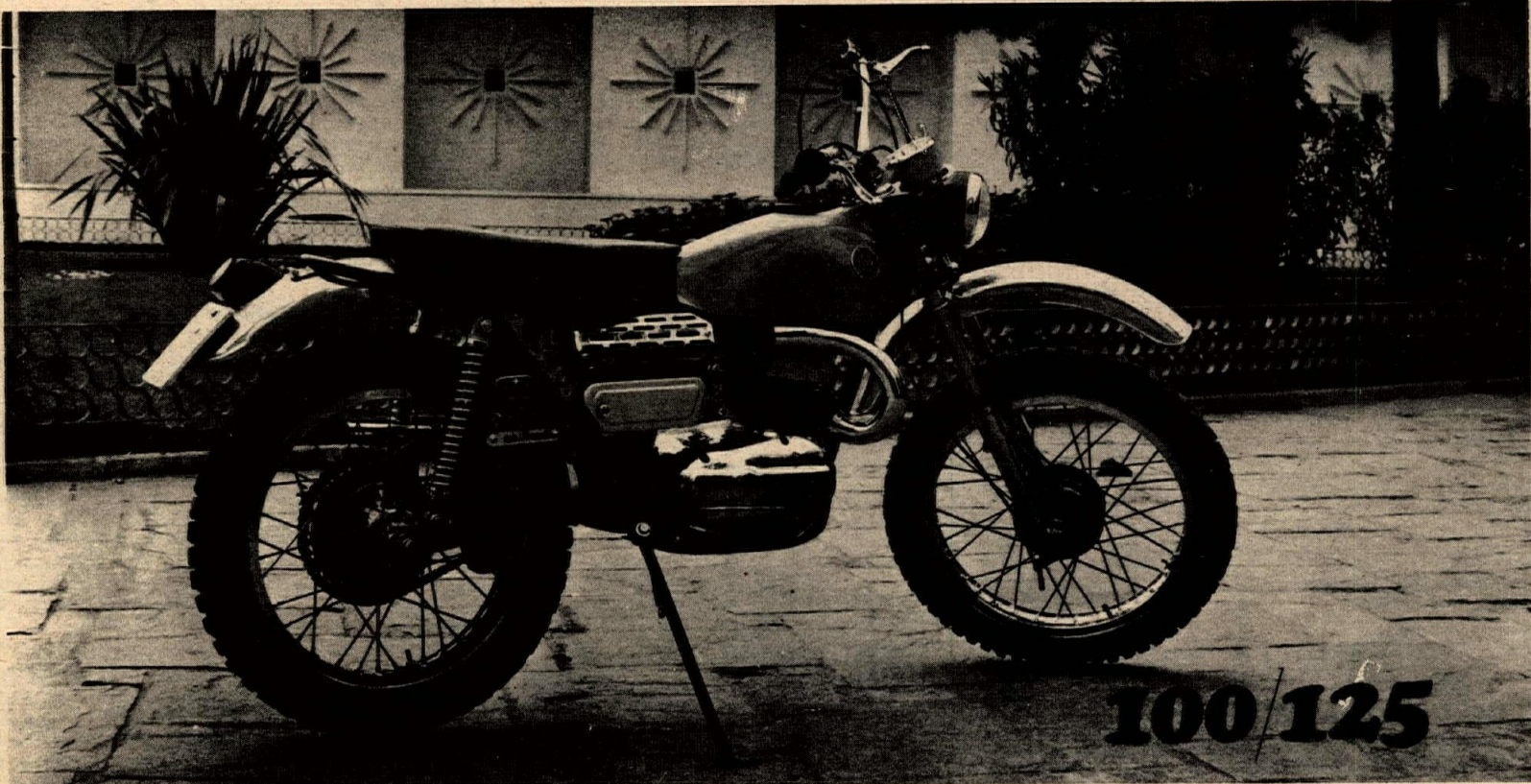
Roger Terry took first 500 Amateur honors on a Husky. Barry Bubar was in the first open class rider in on a Triumph. Ken Ratzloff had a good ride on his Montesa taking first Novice 500. Bill McCoun was second 500 Novice on a Valian's tuned Husky.

The 100cc class went off after the big bikes and the leader coming through the

pits was the desert pro Jack Morgan #1 on his Hodaka. Terry Clark was a close second on a Harley Davidson. Clark was able to get by Jack on the second loop, but Morgan was able to repass to take the lead on the fast fire road. Morgan came in for the win with Clark second. Mitch Mayes was running third but dropped his chain two hundred yards from the finish and Jim Dimmers took third and Mayes rushed over to take fourth followed by Rick Mark taking first Amateur followed by Jerry Hill taking first Novice, all four were on Hodakas.

(Results on page 19)

For the Trials Novice



The performance of the legendary Bultaco Sherpa T in the capable hands of Masters and Experts alike is a matter of public record. Riders of the caliber of Sammy Miller, Vic Boocock and Bob Grove have taken the "T" to more major trials victories than any other motorcycles in the world.

Now, for the Novice Trials rider, Bultaco offers the new Lobito 100-125 Series, the perfect beginners mount. Weighing in at a feather weight 180 lbs., the Lobito has all the right specifications for the Trials work. Wide-ratio 5

speed transmission; 10" ground clearance; 21" front wheel; Trials pattern tires; over 5" travel front forks; Super-Torque engine utilizing the same lower-end as the Sherpa-T. — All you have to do is add number plates.

The Lobito, like all Bultaco motorcycles, are designed by competition riders for competition riders. Ignacio Bulto, son of Senor Bulto who founded the Bultaco Company, was the 1969 Trials Champion of Spain. The heritage is apparent.

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Cycle News East, Box 13, Amherst, Ohio 44001

By Maureen Lee

Hey District 37 riders, wasn't it great to see our heavyweight number one win the Amateur class at the Astrodome? Terry Dorsch let 'em have it and came up with a good start for the 1970 season. Then to top that another of our scramblers, Dave Aldana turns around and wins the Sacramento mile. Makes us remember with a smile when just for fun he'd come out to a Saddleback motocross with a little beat-up looking Suzuki and wail in the 100cc class. With that little bike there was only one way to go, throttle full on. The riding talent was there although the professional experience was yet to come. The two of them will always be our favorite people, not because they're big winners but because they're them. The high temperament of a racer is there but good manners keep it in check.

scramblin' around

This brings up a point about something we saw happen at a recent race. A rider was constantly doing bad things, like course cutting, and a complaint was registered with the officials. The flagman walked out with a furred black flag hoping the rider would get the point that he was pulling some violations, and start minding his manners. The infractions continued and he was finally black flagged. Getting mad, he turned his bike sideways in the middle of the track and started an argument. How some of his fellow riders missed him I'll never know. The arguer was instantly disqualified for the day and we'll drag out our soap box and say, especially to you beginning Novices, don't ever endanger your fellow riders. Wait until you get off the track before throwing your tizzy and believe me, we've all thrown them. You wouldn't be a racer if you didn't have temperment but yelling at someone in the pits is a lot safer than trying to stop a race with your bike.

We saw what was the best performance we've ever seen from a girl on a bike on Sunday when Sammie Dunn climbed the Matterhorn at Saddleback Park. Over the years we've seen an awful lot of good riding by girls in all forms of the sport. Sammie, who rides a 500 Triumph Rickman Metisse (ah but the English can still build good bikes!) was the first rider over the top for the day and she went over with beautiful control including that awful sandstone bit at the summit. We'll say that she went over in better shape than most of the men who managed to make it all the way. Fantastic! She is a real "girl-type" girl too and wants to have a try at TT racing. 500 Novice class, watch out, but you guys will dig her so much you won't be able to get mad even if she does beat you.

Can't let a week go by without mentioning that rule book, but don't forget clubs, that District rules requires you have two ambulances when you throw a motocross. If you want any clarification on this, call District ambulance coordinator Jack Hurley or District referee Harry Whalen. Harry, who is also the big bike scrambles steward has a new address. It's 9028 Kreuger, Culver City. phone is (213) 836-6698.

You gal riders don't forget that District 37 now has changed the Powder Puff class to 0-125 and it definitely has increased the turnout. If you still have 100 or under and want to come out, do so. There are a few of us who don't have 125's and can't afford to buy one yet but believe me, you can have just as much fun messing around behind the super-shoes as you can up front. Maybe more. So don't let the fact that a 125 can blow you off in the fast spots scare you.

Hope you caught Bill Medley on "Movin'" on the telly the other night. Bill has been a familiar face at Perris more than once when he'd come out with the Irv Seaver crowd just to relax for one complete Sunday and watch the races. Half the time people didn't recognize him under a straw hat and in casual clothes and he was able to just spend a pleasant day with his friends without having the living life bugged out of him by gabby fans and autograph seekers. Maybe it's because he's "one of us" being a bike rider himself. As for me, well, if he never writes another song (as he does constantly) I'll never forget his "Peace Brother, Peace" last year. That was out of sight.

Our prediction of the future is maybe weird to some of you, especially if you don't understand engines too much (don't feel bad, they've been trying to explain to me for years how a desmodromic valve works and I still can't understand it) but we think that in a short while you'll see bikes with the Wankel rotary engine in them. It's so simple it's almost silly! Bet you 10¢ I'm right!

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Continued from page 6

TRIUMPH TRIUMPH: Coventry fields a team of three riders on the new 750cc triples. One is proven, one experienced and one with no experience. This sums up the Daytona effort for Triumph this year. High hopes ride with former winner Gary Nixon who is rated even better than Rayborn by more than a few. Nixon's bum leg will have to heal rapidly to back that up. It was far from healed at Houston. Gene Romero, who has twice finished inside the first ten at Daytona is the number two man. As yet he is consistent but not a threat for the front spot. The third man is rookie Don Castro who has no Daytona experience and only one road race as an Amateur under his belt. The once proud Triumph team appears a bit thin this year plus the fact that none will be riding the long proven 650 twins. Nixon can ride with the best and is a fierce competitor but this is the first time for the Tridents and in spite of much ballyhoo from England that claims speeds of up nearly 170 mph they will have a long haul. English mph have often not measured up to American mph in past events.

According to the British press (Motor Cycle News) Factory tester Percy Tait will also be on hand to ride a Trident.

YAMAHA YAMAHA: For the first time in six years Yamaha says they are not officially fielding a team. Yet they have a group of riders that rank second to none when it comes to racing the banks and fast straights at Daytona. They will have the smallest machines on the line on the 15th but will have more depth than any other entry. The past-potent little 350cc twins get the call once again but will not look alike, nor will the riders.

Seven Americans, two Australians, one Englishman, and one Canadian are early entrants on the brand that swept all but one race a year ago at the beach. Record holder Yvon DuHamel brings them in. He is often rated better than both Rayborn and Nixon combined. He has also won the 100 mile 250cc race the last two years. The event that is annually shortened due to rain. Next up is the well known Rod Gould from England. There was no better racer in Europe last year and Rod has two prior years of experience at Daytona. Back of these two stands Ralph White, a former Daytona winner and one of the most underrated road racers going. Behind these three experienced veterans is a pair of youngsters that can road race the pants off any challenger. Ron Pierce and Tom Rockwood. Pierce led Daytona last year until falling. Rockwood came from miles back to finish a closing 7th. Then Yamaha has two Australians, both proven champions, who will invade the big bowl for the first time. Kel Carruthers and Jack Findlay are the two Aussies who have piles of press clip-pins but no Daytona experience. The list continues with well known names such as, Dan Haaby, Dusty Coppage and miler, Chuck Palmgren— all three noted for their dirt track racing and not their road racing ability. Yamaha has a pair of aces going for them in the Amateur class. They were the top two Novice road racers in the nation last year. Both are up from the beginner ranks and both have as much or more road racing experience than 90% of the Daytona Experts. Texan Mike Cone, the Daytona and Laconia Novice winner and Californian Don Emde are the two that will carry the colors for Yamaha in the Amateur 100 miler than will run on Friday the 13th. These two would be bad luck for any challengers. Yamaha and the little 350 has come close the past two years. They have done everything but win. Many are already counting them down and out. Last year people said they couldn't lose, this year they are saying they can't win. What a difference one short year makes. This the "Darkhorse" entry this year. Don't weep for Yamaha until sundown on the 15th.

THE 100 MILE COMBINED LIGHTWEIGHT EVENT:

Since this race was originated eight years ago it has been limited to 250cc machines. This is no longer true with a new ruling that admitted that inch for inch the two strokes were far faster than the four stroke. Saturday, March 14th will find 350 and 360cc machines racing against the smaller 250's. Yamaha and their fleet of fast 250's will be challenged by a 350cc Harley with none other than Rayborn aboard! Yamaha has won this event five years in a row and one 350 Harley (Italian style) does not pose too much of a threat— even with Rayborn.

Suzuki is making a comeback in the 250 race and will challenge the domination long held by Yamaha. The one and only time a Yamaha was given a run was by a Suzuki, back in '67.

Kawasaki has tried for three years but has failed to give the race a run for the money. The Harley 250's gave up long ago so it appears as though the lightweight battle shapes up with dozens of Yamaha's, a few Suzuki's and Rayborn's lone Harley 350.

Yamaha dominated the big bore Amateur 100 mile race last year with a new one lap track record and then a runaway ride. They return with much more depth and a fleet of top rated amateurs to ride the 350's to what could be an easy victory.

The 78 mile Novice race with the 250's could be another Yamaha sweep as they took nineteen of the first twenty places last year.

Yes, this Daytona will rank as the greatest of them all—at least until 1971. Records will fall in all events and riders names will take their rightful place as winners at America's fastest and finest Speedway.

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High Point Trophies Presented At Perris Conclave

Friday night about fifty people were honored by the Burtons for their help during the season and their riding ability at the Perris Recreational Center.

The Hi-Point trophies were awarded to the rider in each class who amassed the greatest number of points.

Skip Gallagher a local talent from Riverside started things off by taking the honors in the 50cc Class. When not winning Hi-point trophies he works for Skip Fordyce. For sure he'll be back next season.

Mark Revels a fourteen year old from Whittier topped off his first season of competition by topping all comers in the 100cc Novice class.

Doug Mason who rides, rides, rides is a fifteen year old from Colton who put it to the 100cc Amateur, Experts and collected all the marbles.

Hank Scott a fifteen year old from Baldwin Park was the best 125cc Amateur-Expert. He didn't ride many night races but when he did he made it count.

Kevan Larick a first season rider came out only a few times but like Hank made them count and took the 175cc class. Kevan hails from Ontario so it is a pretty safe bet he'll be back defending his title this season.

Dan Kegler an eighteen year old from Palos Verdes is a three year Perris veteran. He rides hard and falls hard but this year he did less falling and won the 200cc class.

Bob Greenstreet, alias, "Yellow Bush" is over twenty-one and calls Rialto home. Bob poured it on this season and besides winning the 250cc Novice class he changed the color of his plates.

Bob Kline a sixteen year old first season rider from Riverside earned a Perris Amateur rating and set all kinds of records as he rode to victory in the 250cc Amateur-Expert class. Bob had a streak of nine consecutive wins which no one has come close to.

Bruce Prior made the trip from Oceanside all but one Saturday night as he captured the 350cc Novice class. Bruce is a consistent rider and even after working in the family Harley-Davidson Shop in Oceanside he shows up ready to go.

Andy Skeel an eighteen year old from Riverside proved a serious knee injury at the beginning of the year doesn't slow you up a bit. To prove it he won the 350cc Amateur-Expert class.

Chuck Tidwell a desert racer changed to TT found it very much to his liking as he won the 500cc class. Chuck the owner of Yamaha of Montclair has jumped into the racing scene with both feet.

Vince Graves newly moved to Perris not only won the 500cc Amateur-Expert class but also the hand of Carolyn Burton who became his fiancée on Christmas Day.

Larry Stapleton from Norwalk rides two classes but did the most winning in the 650cc Novice class and walked off with the trophy.

Mike Posey, the man from Pomona on

the Triumph was top dog in the 650cc Amateur-Expert class. Mike overcame a lot of mechanical problems and earned his win the hard way.

The Overall lightweight and heavy-weight winners were Bob Kline and Mike Posey. It was a first for Bob but Mike has done it twice and one more time will make him the permanent owner of the giant trophy.

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R S U L T S

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MOTOCROSS	Pts.
125cc SENIOR	65
Mike Runyard	53
Gary Bailey	32
Jeff Creager	28
Tom Rapp	21
E.C. Birt	16
Ron Fry	15
Dan Etheridge	12
Norm Benham	10
Walt Axthelm	8
Steve Ellsworth	17
Bob Vacca	6
Bob Bailey	5
Joe Bihari	5
Tim Hart	5
Bob Maynard	5
250cc SENIOR	62
Gary Bailey	51
Mike Runyard	45
Tim Hart	38
Kiyomaru Kato	35
Jim Wilson	34
Tom Rapp	17
Greg Smith	13
Bruce Baron	12
Bob Kulek	12
Gary Harris	10
Arvin Cox	9
Ron Fry	8
500cc SENIOR	87
Tim Hart	49
Ron Fry	35
Gary Bailey	34
Jim Wilson	34
Andre Pillon	34
Gary Jones	22
John Maynard	22
Chuck Minert	21
Tom Rapp	15
Don Shore	14
Mark Blackwell	12
Bob Maynard	10
Bob Grossi	10
Rick Thorwaldson	10
Jim Ashworth	9
Walt Axthelm	9
Ron Wilson	8
Skip Kreps	8

James Bentley	7
Gary McLarty	7
David McLean	5
Don Jones	5
Curt Horst	5
H. Kato	5
125cc SPORTSMAN	75
Richard Foshay	70
Ben Harwell	57
Bruce Baron	45
Don Emler	41
Rueben Benites	40
Jim O'Neal	40
Fred Cox	34
Rod Morrison	31
Mike Pritchard	29
Jim Dawson	24
Bryar Holcomb	23
Dick Frampton	20
David Garber	20
Tilson Shumate	17
J. Sheeler	15
Dennis Chandler	15
Robt. Fortier	12
Bob Vacca	12
Steve Goldberg	12
Skip Porter	12
Mike Payse	12
G. Ryder	11
Brent Sears	11
J. Crook	10
J. Barclay	10
Pat Flynn	10
Randy Waters	9
Mike Rendich	8
Ken Parrott	8
Chuck Daly	8
D. Boydston	8
Dave Pritchard	8
J. Ridosh	8
J. Watelborg	8

Erich Smith	6
Chris Brooks	6
Mike McQuinn	6
D. Horn	6
J. Trojnar	6
G. Brittain	6
100cc SPORTSMAN	124
Don Emler	45
Mark Rick	47
Skip Porter	38
Frank Rowe	35
Robt. Fortier	28
Robt. Rowe	28
Bruce McDougal	26
Reno Frezza	24
Bob Spicer	24
Steve Goldberg	24
Bryar Holcomb	22
Robt. Goldberg	18
Paul Bras	17
Steve Armstrong	15
Joe Ambrose	13
Dick Fuller	12
Dave Smead	12
Rick Hammel	12
Gary Little	12
Tom Litton	12
Dave Rodgers	12
Jim Cooke	12
Doug Field	12
Gary Smith	10
W. Richter	10
Pat Rodgers	10
Dave Germain	10
Mark Hutchins	16
Mark McCreery	9
Denny Groover	8
Gary Snyder	8
Don Armstrong	8
Mike Norris	8
Bill Rugtve	8

175cc SPORTSMAN	1
Jerry Young	66
250cc SPORTSMAN	61
Bill Gomen	52
Bill Harris	38
Bill Spann	37
Chuck Lunde	33
Greg Schweers	27
Steve Lunde	26
Mike Pera	20
Wm. Clements	18
Larry Nolen	16
Jim O'Neal	16
Rick Hobbs	15
Mike Bast	15
Joe Parker	15
Mark Blackwell	15
Bruce Baron	15
Larry Shoemaker	15
Al Wurtzel	12
Terry Nichols	12
Russ Turner	12
Chuck Esterline	12
Mike Harrison	10
Larry Geese	10
Gary Harris	10
Jeff Jackson	10
M. Beanway	10
Raul Escamilla	10
Rick Hall	9
350cc SPORTSMAN	14
Robin Fisher	8
Jerry Blalock	7
Dick Frampton	6
John Wilson	5
Bruce Iverson	4
Bill Larson	4
Richard Davis	4
Steve Scharf	4
Mike Culbertson	3
Ron Meyer	3
Rusty Mortensen	1
Bill Hudson	1
Bob Baker	1
500cc SPORTSMAN	117
Carl Cotton	61
Sam Jones	34
Ron Bunn	34
Bob Mortenson	30
Steve Schneider	28
Mike Chamberlain	27
Jesse Goldberg	24
Howard Jackson	22
Larry Geese	22
Rod Morrison	22
David Smead	20
Chuck Hecker	17
Jack Kell	16
Frank McNabb	16
Don Kadlec	15
Jon Nelson	15
Mark Blackwell	14
C.S. Nicholson	14
Bill Fahler	13
Dudley Moran	12
S. Raudman	12
Curt Horst	12
Geo. Grahm	12
James Foxe	10
Rog. Flaming	10
Ed Abbott	10
Ron Frescura	10
J. Litchfield	10
Mike Cram	10
Nick Leontieff	10
Bill Jones	10
Joe Kulek	10
OPEN SPORTSMAN	27
Jack Kell	9
Bill Jones	6
Wally Gordon	4
Bob Bailey	1
Terry Bilton	1
Barry Bubar	1
Dave Bastian	1

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MOTOCROSS Perris, Calif. March 1, 1970 By Bob Sanford

500cc JUNIOR	Bul
Bill Clements	Bul
Mike Cram	CZ
Brad Brown	CZ
Steve Rauch	Hus
Bob Bodine	Mai
Al Drake	Gre
500cc EXPERT	Mai
Jim Wilson	Mai
Jerry Wilmon	Mai
Lonnie Peterson	Mai
250cc JR. DIV I	Bul
Bill Clements	Mai
Mike Nohr	Oss
Gary Dewitt	Oss
Bob Bland	Yam
George Luther	CZ
Jon Rubcic	Yam
@%CC JR. DIV. II	Yam
John Carmello	Oss
Dve Smith	Yam
Jay Ferris	CZ
Dan Ortega	Hus
Charles Gree	Gre
Wayne Craw	AJS
250cc EXPERT	CZ
Jim Wilson	Yam
Jim West	Yam
Chuck Lunde	Yam
125cc JR. DIV. I	Yam
Dve Boydston	Sac
Gary Ryder	Sac
Danny Morgan	Yam
Ron Lambert	Pen
Robert Blandin	Bul
Ron Wilson	Yam
125cc JR. DIV II	Bul
Randy Myers	Yam
Tim Dunlap	Sac
Wren Wright	Yam
Ken Bowser	Sac
Robert Colson	Bul
Mark Rick	Yam
125cc EXPERT	Bul
Jim Fishback	Yam
Bill Urban	Sac
Steve Nichols	Bul
100cc JR.	Bul
Mike Roach	Bul
Bob Haag	Hod
Darryl Bassani	Bul
Peter Pneland	Bul
Danny SLayton	Sac
Gary Martini	Sac

MOTOCROSS Helvetia Park Sacramento Feb. 22, 1970

125JR. DIV I	Sac
Steve Foster	Yam
Frank Tabor	Pen
Gary Comphe	Bul
125 JR. DIV II	Bul
Doug Nelson	Bul
Robert Digges	Bul
Steve Bullard	Bul
125 SENIOR	Sac
Gary Bailey	Bul
Mike McGowan	Sac
Brad Lacky	Yam
Bill O'Brien	Suz
250JR. DIV. I	CZ
Steve Young	CZ
Ed Willems	CZ
Skip Spaich	Mon
Skip Doolittle	Oss
John Ulam	Hus
250 JR. DIV. II	CZ
Ray Atkinson	CZ
Lonnie Murphy	CZ
M. Brinkworth	CZ
Glen Cgroome	CZ
Gary Ceo	CZ
250 JR. DIV. III	Oss
Robert Doran	CZ
Gary Nauman	Bul
Eddie Brown	Oss
Ron Frame	Hus
Bill Onga	Mzi
250 SENIOR	CZ
Bill Cook	Gre
Phil Jacobson	Hus
Gary Bailey	Hus
James Miller	CZ
Mat Falconer	Bul
500 JUNIOR	Hus
Bruce Kelly	Hus
R. McCready	CZ
Amos Calpin	BSA
Jim McClinton	Hus
Curtis Eaves	Hua
Willie Groom	Hus
500 SENIOR	Mai
Bob Grossi	Hua
Bob Leach	Hus
Bill Saltzman	Bul
Bill Schneider	A.E.
Ron Stockman	
Don Stover	

TROJAN SPEEDWAY Feb. 27, 1970 By Eddie Smith

TROPHY DASH	Kaw
Larry Saw	Yam
John Dawson	Bul
Irwin Moon	Bul
Larry Saw	Bul
100cc TT MAIN	Yam
Jim Raymond	Kaw
Larry Saw	Kaw
Bob Sanders	Yam
Paul Wilde	Yam
Joe Monohan	Yam
Pete Barnett	Cim
125cc TT MAIN	Yam
John Dawson	Yam
Jim Raymond	Yam
Steve Bast	Yam
Dale Hopkins	Yam
Keith Goddard	Yam
Danny Gorbett	Yam
250cc TT MAIN	Yam
Steve Bast	Bul
Irwin Moon	Oss
Bob Bivers	Bul
Gary Anderson	Bul
R. Doornbos	Oss
Jack Vaughn	Yam
100cc TT MAIN	Kaw
Paul Wilde	Kaw
Jim Raymond	Kaw
Larry Shaw	Kaw
Bob Snaders	Kaw
Mark Revels	Hod
John Corbett	Yam
125cc FT MAIN	Bul
Steve Bast	Bul
Tom Warren	Yam
John Dawson	Bul
Raymond Wunno	Bul
Jim Raymond	Bul
250 FT MAIN	Bul
Larry Shaw	Bul
Eril Olesen	Bul
Steve Bsat	Yam
John Caldwell	Bul
Larry Moon	Bul
Danny Hockie	Oss

TT RACE Elsinore, Calif. Feb. 21, 1970 By Lorri Lee

MINI BIKES

J. WOOD	Kaw
100 NOVICE	Kaw
T. McHugh	Bul
C. Johnson	Kaw
R. Goade	Suz
J. Dalton	Yam
125 & UP NOVICE	Yam
R. Smith	Gre
S. Bates	Yam
A. Parker	Yam
R. Kellar	Kaw
100cc NOVICE	Kaw
B. Dobbs	Kaw
T. Gillespie	Kaw
J. Steeber	Kaw
R. Tripp	Yam
125cc NOVICE	Yam
R. Baiey	Yam
D. Hart	Yam
G. White	Yam
R. Dobbins	Yam
250cc NOVICE	Bul
M. Little	OSA
J. Henry	Bul
K. Bush	Bul
D. McKellip	Bul
350cc NOVICE	Hon
B. McMillen	Bul
F. Ridderhof	Bul
C. Hartman	Bul
500cc NOVICE	Mac
D. Kuhnhoff	Bul
F. Ridderhof	Bul
T. Gavett	Bul
OPEN NOVICE	BSA
T. Abshier	Bul
D. McKellip	Mac
K. Borleson	Yam
M. Boyle	Kaw
100cc EXPERT	Kaw
R. Morrison	Kaw
V. Hannon	Hod
T. McKee	Yam
125cc EXPERT	Yam
J. Chetwood	Kaw
V. Hannon	Yam
D. Tudor	Yam
R. Bailey	Yam
250cc EXPERT	Yam
R. Vanderpool	Kaw
V. Hannon	A.E.
D. Luna	Tri
T. BERRY	Yam
500cc EXPERT	Kaw
L. Shaw	A.E.
SPEC. EXPERT	
R. Vanderpool	
V. Hannon	
D. Luna	

EUROPEAN SCRAMBLES Deadman's Point, Calif. Mar 1, 1970

TRAIL BIKE CLASS	Suz
Brad Bridges	Sac
Scott Pelkey	Hod
Frank Wilsford	Sac
Fred Helm	Suz
Jim Vissering	Hod
Russ Borders	Sac
Dale Conner	Hod
Frank Collins	Hod
Rich Malmstrom	Hod
Dave Walder	Hod
Scott Haislip	Hod
Brian Akers	Yam
Brad McKee H	Hod
Allen Wilson	Kaw
Larry Wilson	Kaw
Rick Reing	Hod
Geo. Aguilar	Hod
Steve Brown	Kaw
Steve AAgeson	Hod
Steve Borrego	Hod
125cc CLASS	Yam
Gary Bavis	Yam
Mike Paventi	Yam
Ted LaSargi	Yam
Troy Brcker	Yam
Scott Peckham	Mai
Carl Stevens	Yam
Duane Whitaker	Yam
Tony Shine	Yam
Phil Victor	Sac
J. Anderson	Mai
Steve Young	Yam
250cc CLASS	Bul
Dick Brecker	Hus
Gary Whitehaed	Yam
Dennis King	Yam
Mike Fukner	Yam
Dve Pooley	Yam
#335	
Dean Hammonds	Suz
John Collins	Hus
Bud Fink	
Vic Delarenzo	A.E.
Steve Gomes	Tri
OPEN CLASS	Hus
West McGee	
Lance White	
ALL COMERS	Hod
Troy Hollis	Hod
Frank Collins	Bul
Larry Tremaleux	Yam
Brian Akers	Hod
Rich Dunig	

ENGLISH TRIALS P.I.T.S. Sacramento Goethe Park March 1, 1970 By Lyn Lyon

EXPERTS	Hod
Richard Hood	Hod
Paul Olliges	Bul
Lane Leavitt	Yam
Jerry Irons	Yam
AMATEUR	Yam
Robert Tyson	Yam
D. W. Belvoir	Yam
Danny Qualls	Yam
Ron Reinitz	Yam
NOVICE 126 & OVER	Yam
Bob Powell	Yam
Jim Higgins	Yam
Kim Proctor	Yam
NOVICE 125 & UNDER	Yam
Don Enos	Yam
Joe Eckels	Yam
Gary Diehl	Yam
LADIES	Yam
Barbara Roberson	Yam
Lyn Lyon	Yam
Ester Tyson	Yam

EUROPEAN SCRAMBLES Las Vegas, Nev. Feb. 15, 1970 By Kibby w. Scales

0-125cc	Sac
Casey Foks	Sac
Lee Mayse	Kaw
Sal Scialabba	Pen
Keith Steener	Pen
Howard Vowell	Gre
126cc-250cc	Hus
Bill Hill	Yam
Dave Laca	Yam
Leroy Darf	Yam
Dennis Foster	Hon
George Milfort	Hon
OPEN	Hus
Max Switzer	Hus
Tom Scales	Hus
Robert Lea	Hus
Terry Griebble	Gre
Kim Wolfe	Hus

SHORT TRACK
 Hi Plains Racing Assn.
 Amarillo, Texas
 Feb. 14, 1970

1st SEMI	
Sailsbury	Yam
Kalus	Hon
Bailey	Bul
Pressgrove	Bul
Baughman	Bul
Posey	Yam
Stafford	Yam
Lee	Yam
2nd SEMI	
Littlefield	Yam
Dutcher	Bul
Lawson	Kaw
Rodgers	Suz
Beall	H-D
Henry	Yam
VanBibber	Yam
Beer	Yam
FINAL	
Littlefield	Yam
Lawson	Kaw
Bailey	Bul
Dutcher	Bul
Sailsbury	Yam
Rodgers	Suz
Pressgrove	Bul
Klaus	Hon
CONCI.	
Brown	Yam
Line	H-D
McCamery	Duc
Quinn	Yam
McDiarmid	Oss
Reeves	Tri
Matthews	Tri
Parker	Tri
T.D.	
Baughman	Bul
Lawson	Kaw
Littlefield	Yam
Sailsbury	Yam
MATCH RACE	
Baughman	Bul
Beer	Yam
Hotchkiss	-
Sailsbury	Yam

CROSS COUNTRY
 Jacksonville, Oregon
 Feb. 22, 1970
 By Steve Wakerman

100cc UNDER 16	
Dale Ruth	Kaw
David Reed	Sax
Rndy Johnson	Hon
100cc OVER 16	
John English	Sac
Paul Hug	Sac
200cc NOVICE	
Roy Bates	Sac
Norm Sease	Pen
Brue Larson	Pen
Terry Gardner	Yam
200cc EXPERT	
Ted Sauers	Pen
Monty Wray	Sac
Doug Coffman	Sac
Don Coghill	Sac
250cc NOVICE	
Page Sebersen	Yam
Barry Frantz	Yam
Wayne Dudley	Bul
Terry Earl	Yam
250cc EXPERT	
Tom Street	Suz
Homer Mosley	Suz
Dewight Miller	Kaw
Steve Wilkinson	Oss
Ken Tucker	Suz
OPEN CLASS	
Rick Zollman	BSA
Marion Jack	BSA
Dick Shorb	Gre

HILLTOPPERS
 MOTOCROSS
 Sandy, Ore
 Feb. 22, 1970
 By Carole Weigant

100cc	
Bel Burgess	Hon
Jim Whithead	Hod
Bill Linn	Hod
125cc	
Rick Burgett	Yam
Jack Monteth	Yam
Ron Wagoner	Yam
Greg Beeders	
250cc	
Rick Burhett	Yam
Art Seibert	CZ
George Hill	
Don James	
360cc	
Dick Jagow	Gre
Ron Long	CZ
Mill McClain	Mai
OPEN	
Ron Brown	Ric
Bob Weigant	Tri
Jack Baxter	Hon
20 MIN. SWEEPER	
Dick Jagow	Gre
Art Seibert	CZ
Ron Brown	Ric

MOTOCROSS
 Anzac Raceway
 Mar. 1, 1970
 By Ron Szialagy

100cc JUNIOR	
Dave Rodgers	Bul
Skip Porter	Hod
Bob Rowe, Jr	
Steve Wright	Hod
Milan Trehearne	Bul
125cc JUNIOR	
Jon Miller	Bul
John Garcia	A.E.
Doug. Bradbury	Pen
Joe Erwin	Sac
Rich. Foshay	Sac
Curt Roth	Bul
Kevin Porter	Sac
Jos. Erickner	Yam
Willie Pingdo	Pen
Dan Henke	Yam
125cc SENIOR	
Gary Bailey	Sac
Dick Frampton	Bul
John Rice	Sac
Rick Hannel	Kaw
250cc SENIOR	
Ron Miller	Hus
Bruce Baron	CZ
Don Brevan	Yam
Mike Runyard	Mon
250cc JUNIOR	
Ronald Powell	Kaw
Bill Spann	CZ
Rick Morris	Mon
Raul Escameita	Hus
Rusty Kay	CZ
Joe Erwin	Mai
Art Stevenson	Suz
Dave Yaryan	Bul
Ton Conley	Gre
Edward Mendez	CZ
500cc JUNIOR	
Alan Wurtzel	CZ
David Smead	Hus
Steven Bib	Mai
Bill Jones	A.E.
Bob Mortansen	Mai
Nick Leonteff	Hus
Paul Tsoresen	CZ
Richard Leavell	Hus
500cc SENIOR	
Gary Bailey	Gre
Mark Blackwell	Hus
Bob Steffan	Mai
Mike Runyard	Mon
Ron Bunn	CZ
James O'Neal	CZ
Carl Cotton	A.E.
Jack Kell	Hus

SCRAMBLES
 Salinas Ramblers
 Salinas, Calif.
 Feb. 22, 1970
 By Bill Spencer

100 NOVICE	
Bill Van der Lan	H-D
Randy Booth	Bul
Ed Bour	Bul
100 AM.	
Gordy Seim	Hod
Ron McGuire	Hod
Ron Leidig	Kaw
125 NOV	
Jim Young	Yam
Morris Urquidi	Yam
Bob Empasis	Yam
125 AM/EX.	
John Brown	Yam
Billy Graham	Yam
Bill Castor	Sac
200 NOV.	
Don Hack	Bul
Kermit Knafler	Yam
Jim Martin	Kaw
200 AM/EX.	
Hank Cosio	Bul
Neil Koch	Bul
250 NOV.	
John Dieu	Gre
Pat Eagen	Bul
Cris Carter	Mai
250 AM.	
Scott Brelsford	Bul
Jerry O'Connell	C-Z
Dave Harris	C-Z
250 EX.	
Al Kenyon	Bul
Dave Hansen	Mai
Carl Cranke	C-Z
350 NOV.	
George Graham	Bul
Gene Schuller	H-D
Quannell Shepard	H-D
500 NOV.	
John Dieu	Gre
Doug Manning	Hus
Bill Addington	Hus
500 AM.	
Bob Boures	Hus
Rod Brasel	Tri
Pete Ford	Hus
500 EX.	
Al Kenyon	C-Z
Carl Cranke	Mai
Eddie Edyged	Mai
650 NOV.	
Jim Hayhurst	Tri
Bob Ganberger	Tri
Jim Clifton	BSA
650 AM.	
Norm Seidel	Tri
Fred Czikse	BSA
Mark Gibbs	BSA
650 EX.	
Lance Anderson	BSA
Jim Chisohm	BSA
J.F. McCullogh	Tri

SCRAMBLES
 Eureka, Calif.
 Feb. 22, 1970
 By Thomas E. Dilling

OPEN CLASS	
DIVISION A	
Gary Howard	Hus
Richard Miller	C-Z
Dave Reynolds	Hus
DIV. B	
Jay Stradley	Hus
Gene Harpe	Mai
Gene Ellison	Mai
Bill Cargill	Gre
250 CLASS	
DIVISION A	
Brian Lee	C-Z
DIV. B	
Dave Jackson	C-Z
Jim Creech	Gre
Shawn Christie	Oss
Virgil Teague	Bul
Doug Stevens	Bul
Gary Bare	Oss
W. Tomlinson	Yam
Fred Snapp	Oss
David Sundell	Yam
Brack Zollo	Oss
Fred Scott	Yam
Jerry Arnold	Yam
125 CLASS	
DIV. A	
Bill Law	Pen
DIV. B	
Paul Combs	A.E.
G. Gray	Yam
Ralph Dyer	Yam
James Ryan	Hod
Larry Johnson	Hod
Eric Cherry	Gil
Frank Standley	Pen
Kim Martin	Hon
Jim Boyd	Hon

A.M.R.A. RACE
 Manzanita Park
 Feb. 22, 1970

125cc NOV. MAIN	
A. Cranston	Yam
P. Rosenfeld	Hon
J. Matson	-
125 AMATEUR	
B. Perrin	Yam
D. Nobbyley	Yam
125 EXPERT	
G. Wells	Yam
B. La Plante	Bul
D. Croyle	Yam
250 NOVICE	
M. St. Martin	Yam
M. Hill	-
G. Koeneman	-
250 AMATEUR	
J. Boat	Yam
S. Bigler	Bul
D. Gorden	Oss
250 EXPERT	
T. Halford	Bul
B. Boaz	Yam
G. Wells	Yam
OPEN NOVICE	
J. d'Aquin	Mai
B. Nichols	Tri
T. Huntington	-
OPEN AMATEUR	
J. Hill	-
C. Kobell	Nor
R. Gilbert	Tri
OPEN EXPERT	
B. Boaz	BSA
J. Sellers	Tri
J. Klecak	Tri



SHORT TRACK	
San Francisco	
Cow Palace	
Feb. 28, 1970	
By Bill Spencer	
HEAT #1	
Ralph Waldman	Tri
Sam Mangalin	Bul
Mark Brelsford	H-D
HEAT #2	
Al Kenyon	Bul
Butch Corder	Tri
Wheeler Gresham	Kaw
HEAT #3	
Jim Rice	BSA
Bruce Teixeira	Bul
Randy Bailey	Mon
HEAT #4	
Jim Rodaer	Yam
Bob Bellino	Bul
Ron Wisler	Duc

SEMI #1	
Ralph Waldman	Tri
Mark Brelsford	H-D
Bruce Teixeira	Bul
Joe Soto	Bul
SEMI #2	
Al Kenyon	Bul
Butch Corder	Tri
Bill Morgan	Bul
Jim Rodaer	Yam
TROPHY DASH	
Butch Corder	Tri
CONSOLATION	
Bob Scally	Bul
Matt Falconee	Bul
Greg Hodges	Suz
MAIN	
Mark Brelsford	H-D
Butch Corder	Tri
Ralph Waldman	Tri
Bill Morgan	Bul
Al Kenyon	Bul
Bruce Teixeira	Bul
Joe Soto	Bul
Jim Oader	Yam
SPECIAL EVENT	
M. Brelsford	H-D
Jim Rice	BSA
Dave Hansen	Bul
FINAL POINTS	
Brelsford	103
Butch Corder	40
Russ Powell	37
Ralph Waldman	32
Jim Rice	23
Terry Sage	22
Greg Hodges	17
Gene Romero	16
Chal De Cecco	14
Nick Theroux	13

SCRAMBLES
 Woodland, Wash
 Feb. 22, 1970
 By N.A. Williams

100cc TROPHY DASH	
Bill Lewis	Kaw
100cc A MAIN	
Gary Kapus	Kaw
Jack Mills	Kaw
Bill Lewis	Kaw
100cc B MAIN	
Don Blatchford	Kaw
Steve Tromchell	Suz
100cc C MAIN	
Rex Rigby	Kaw
100cc D MAIN	
Rick Spencer	Kaw
200cc TROPHY DASH	
Gary Kapus	Kaw
200cc A MAIN	
Gary Kapus	Kaw
Buck Murphy	Oss
Bim Wttersen	Yam
200cc B MAIN	
Gary Milne	Hon
Jack Mills	Kaw
200cc C MAIN	
Jim Seldon	Yam
200cc D MAIN	
Bill Keyser	Hon
250cc TROPHY DASH	
Gary Kapus	Kaw
250cc A MAIN	
Gary Kapus	Kaw
Tom Wttersen	Yam
Ron Olson	Bul
250cc B MAIN	
Bim Wttersen	Yam
Buck Murphy	Oss
250cc C MAIN	
Mike Gregg	Yam
250cc D MAIN	
Mike Hennula	Yam
360cc TRPHY DASH	
Tom Wattersen	Yam
360cc A MAIN	
Tom Wattersen	Yam
Mike Gregg	Yam
Gary Nilme	Kaw
360cc B MAIN	
George Nelson	Mai
Mik Hannula	Yam
360cc C MAIN	
Doug Lien	Yam
OPEN CLASS	
TROPHY DASH	
T. L. Hoglan	Nor
A MAIN	
T.L. Hoglan	Nor
Mark Baker	Tri
Neal Hulet	Hon
B MAIN	
Steve Schulz	BSA
Bill Keyser	Hon

HARE SCRAMBLES
 Master Links
 Adelanto, Calif.
 March 1, 1970
 By Dick Wright

Whitey Martino	500 Ex	Hus
J.N. Roberts	500 Ex	Hus
Bruce Dunford	500 Ex	Hus
Tom Poteet	250 Ex	Bul
Larry Bergquist	250 Ex	Bul
Steve Kirk	500 Ex	Mon
Gary Griffin	250 Ex	Bul
Dave Williams	250 Am	Yam
Dick Camp	250 Ex	Bul
Dwyne Lundberg	500 Ex	Bul
Smokbomb Gaitz	500 Ex	Hus
Wes Anderson Jr.	250 Am	Yam
Roger Terry	500 Am	Hus
Barry Bubar	Op Am	Tri
Tom Smith	250 Am	C-Z
Glen Thomas	250 Ex	Hus
Ken Ratzloff	500 Nov	Mon
Roy Knight	250 Am	Yam
Bill McCoun	500 Nov	Hus
Mike McCoy	500 Ex	Hus
100cc		
Jack Morgan	Ex	Hod
Terry Clark	Ex	H-D
Jim Sumners	Ex	Hod
Mitch Mayes	Ex	Hod
Rick Mark	Am	Hod
Jerry Hill	Nov	Hod
Jack Foelich	Ex	Bul
Don Hearn	Am	Sac
Carl Sommers	Am	Yam

CYCLES FEATURED AT EXPO '70
 (MARCH 3-7)

One of the featured displays at this week's Sun Valley Motor Sports Expo '70 is that of several types of competition motorcycles. The Motor Sports Show has incorporated examples of almost every racing cars, oval track cars, racing boats and an aircraft display.

The cycle display includes the number 1 Harley-Davidson owned by Dudley Perkins that took Mert Lawwill to the AMA National Championship. This machine will be the 250cc version that Mert used on the short tracks. Also from the Perkins stable is a beautiful 1909 Harley that looks as though it has just come off the assembly line.

Road racing will be represented by a brand new machine owned by Jim Deatsch. The machine is a 175cc Honda. "Pappy" Ford has entered his 1935 speedway bike as well as his drag racing machine.

In addition to TT and motocross cycles a mini-bike from the local youth club, The Hi-Jackers, will be shown.

Four wheel versions of the motor sports world include a Gerhardt turbo-charged Offy that Gary Bettenhausen drives and top drag machines. There will also be boats for a combined total of 50 displays in all.

The Sun Valley Center is located on Freeway 680 at the Willow Pass Road off-ramp in Concord, California. It is the world's largest air-conditioned mall and incorporates two mall levels complete with fountains and sculpture. Admission, of course, is FREE. Hours are 9:30 a.m. to 9:30 p.m. Tuesday through Friday and from 9:30 a.m. to 5:30 p.m. on Saturday.



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TRIALS-A SPORT FOR MOTORCYCLE FINESSE

By Gary Barton

English trials, a motorcycle sport of tremendous popularity in England and the European continent, is becoming a sport of growing stature here in the United States.

What are English Trials? English Trials are a form of motorcycle competition that requires skill and the ability to concentrate without the hazards of high speed, wheel to wheel racing. Balance, throttle control, tip-top machine preparation and concentration are the prime ingredients for successful results.

In English Trials the rider is required to ride obstacle traps of water, rocks, mud, sand, etc. Up and down hills, through gullies, river beds, sandwashes and generally any natural obstacle that is challenging. Points are lost by putting your feet down, stalling or riding out of bounds.

Bikes are placed in three classes, ultra-lightweight (0-125cc), lightweight (126-300cc), and heavyweight (301-open). Riders are also placed in three categories, amateur, expert and master.

The course can be any distance, a few miles or several. This depends largely upon the location of the day's contest. Riders will generally ride the course twice but if it is particularly short it may be ridden more. Inside the course there will be several sections, numbered and classified as either amateur or expert/master. These are the areas where the riders will be scored. There will usually be seven to fifteen of these

sections with a scorekeeper at each section. At the end of the day, the scorekeepers sheets are tallied and the riders in each class with the lowest number of points are declared winners. Trophies are usually presented at the next event.

Contests are held on the weekends with club members coming out on Saturday to lay out the course and find challenging sections. No one is allowed to ride the sections previous to the actual competition.

Saturday evening will usually find this group around a nice cheery campfire with singing, storytelling and good times enjoyed by all. Sunday is the day of the Trials and after the trophy presentation and rider's meeting, riders are sent off in groups of two or three at one minute intervals.

Upon reaching the sections, you can park your bike and walk through it. This will help you find the best line to take. The section cannot be altered, but in every section there will be a line of least resistance that will offer the most traction. The ability to 'read' the terrain is something that only comes with experience but is a required ingredient for success.

After walking through and deciding the best line for you, you get back on your bike and wait for the scorekeepers signal to start through. As you approach the start of the section you should be standing on the pegs, in a suitable gear, usually low, and ready to enter the section with the bike under complete control. Enter as cleanly as possible, at a speed suitable to the terrain and don't be afraid

to be aggressive. Throttle control is most important, and use the clutch as little as possible. Each time you disengage the clutch, power to the rear wheel is broken and the resulting loss will mean no traction. The clutch should only be used on extremely tight turns.

The standing position is best position for several reasons. Standing will lower the center of gravity, allow you to move back swiftly to gain extra traction, and also allow the bike to roll over obstacles without having to displace all the riders weight. Needless to say the standing position should be comfortable and on most bikes will require some customizing.

Handlebars are a matter of personal preference, but should be basically rather straight and also rather flat. Footpegs may need altering also and if so should be moved back and up slightly from their original position. Tires should be of the trials or semi-knobby style with strong sidewalls capable of withstanding very low tire pressures.

A few years ago satisfactory trials 'iron' was not available in the United States, but today it is possible to purchase several makes of excellent trials bikes. These bikes are the same as those being used by the factory sponsored riders in Europe, so you are able to be riding the very latest equipment available. Some of the best 'iron' available are the Bultaco Sherpa T, Cotton, Greeves Pathfinder, Montesa Cota, Ossa Plonker, Saracen and Dalesman. All these bikes are in the lightweight class (101-250cc). Many other bikes are suitable for trials and trailbikes are extremely popular.

At any trials you may attend, take time to observe a few riders of the Master

class as they negotiate some of their extremely difficult sections. They will make most of the sections look easy. This is deceiving, because most Master sections are really extremely difficult and require the utmost in rider skill and concentration. The challenge and feeling of accomplishment in 'cleaning' a difficult section are hard to describe, however.

English trials are becoming extremely popular with the wives and children also, and have prompted one club to have a womens class and also a class for kids under 14. Everyone has a good time and a trophy or two on the mantle always looks good, especially to the one who won it.

As the popularity of outdoor sports continues to grow, so will the popularity of off the off the road sports equipment. The motorcycle has probably the largest following of off the road enthusiasts. Being of low cost, low maintenance and high reliability as well as compactness and also high maneuverability. Trail riding and cross-country racing are proving to be two of the fastest growing sports in the country. English Trials will greatly help these riders, as it will help teach the fundamentals required for safe off the road riding. This not only goes for off the road riders but road riders as well. Balance and skill gained in throttle, brake and clutch control can help any motorcyclists become a better rider.

If English Trials sound interesting to you, come out and observe one or better still bring your bike along and ride in one. You may not win your first time out but you will learn much about what can be done on a motorcycle as well how much fun a bike can be.

PITS For Trials In North

The headquarters for Northern California is the Pacific International Trials Society (PITS). This organization was founded 5 years ago with 12 original members. There were several reasons for forming the club. First of all trials were almost non-existent in Northern California five years ago. These men decided they wanted more trials and would put them on themselves. Also, after a club was organized there could be a standardization of rules and an exchange of trials riding techniques and bike maintenance.

Today there are three PITA chapters: Redwood City, where the club was founded, San Jose, and Sacramento. There are over 225 members, with many entire families involved. With PITS you can either get very serious about trials or just go out to have a lot of fun and get some riding in, too. Some of the PITS members can even tell you what trials the top British riders rode in this last week and where they placed.

PITS members are entitled to be on the mailing list to find out where they have placed in previous trials. Members can advance to Amateur or Expert after they have earned enough points.

Club trials, open only to members, are frequent. Sometimes the wives put on a dinner afterwards.

If you're interested in trials, want to meet the riders and learn more about it, you can attend the meetings. Guests are always welcome. The Redwood City Club meets on the 1st & 3rd Thursdays of the month at A & A Motors, 2771 El Camino, at 8:30 p.m. while the San Jose Club meets the 2nd & 4th Thursdays at Brooks Cyclery, 1615 Almaden Rd. at the same time. The Sacramento PITS meets the 2nd Wednesday of each month at the Cluny Park Clubhouse and Library on Alhambra Rd. at 8 p.m.

For only a \$10 membership fee for adults and \$2 for minors you can join PITS and become an automatic life member, no more dues required. Anyone can join, even if they have never entered a trials or do not own a trials bike.

At the meetings they have films on trials riding techniques, and other motorcycle events. Club members often talk about bike maintenance and give tips for converting your bike to a better trials bike, which can be a great help to the novice.

For more information call Alan in Redwood City at (415) 368-6475.

Jim Wilson Says, 'Ride Trials'

By Maureen Lee

Jim Wilson is one of our hopes for an American motocross World Champion. If you've ever watched him ride, he is fantastic because he possesses a set of reflexes like a cat. Not only that he has full control of his machines under any conditions including those which would put a normal rider on his ear.

What made him that way? Well, naturally the reflexes come when you're born, you've either got 'em or you haven't but we had a talk with Jim and he thinks his trials riding when he was younger has given him that extra edge.

In 1963 Jim had a little Honda 50 and learned to ride on that. "I probably wore it out," he grinned. He was twelve then and switched to a Triumph Cub and it was off to the Trials. By the time he was thirteen he was a Master, the highest you can go in Trials.

Even now he's switched to racing you'll see Jim pattering around the pits on a Greeves Anglian, the Greeves trials bike, wandering around at about half-a-mile per hour, looking for friends, checking score boards etc. and just generally keeping his hand in.

Talking with Jim we said how in Europe the biggest champions ride trials when there aren't any motocross races going and asked if he thought it had improved his riding and what his advice to young riders starting out was.

"Ride trials. It gives you absolute control over your machine and develops your balance. It might not seem competitive enough to some people but it is. And what you learn you may never use until you reach a crucial point at high speed in racing. Then it can make a difference between winning and losing. You know where the machine is going and most important you know what you can do with your body to correct the error. It just becomes automatic."

So there it is. If you're starting out or even if you've started, try riding a trials or two. You'll pick up on some tricks to handling a bike you'll never learn at high speed on a track. In the latest English papers are picture of people like John Banks pattering along up a water filled rocky stream as it is now Europe's winter season and if it's good enough for people like that maybe you should think a little more about riding trials. We once asked one of the big European riders what he did in the winter, "Ride trials. I don't like it as much as racing but it really keeps your hand it."

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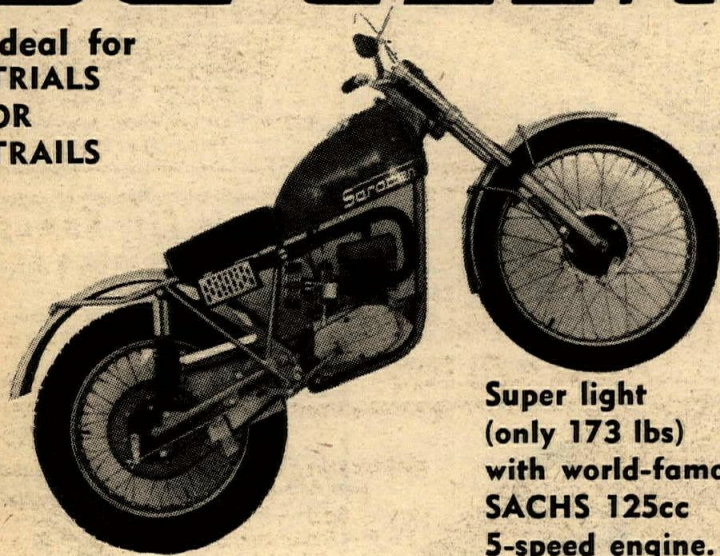
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CHOOSE YOUR TRIALS BIKE CAREFULLY

A Good Machine Is 50% Of The Battle

Currently 7 makes of bikes are available for Trials in the United States. Of these, three are Spanish models of 250cc displacement and the rest are of British design with displacements of 125cc to 175cc. For years the British had an invincible hold on the manufacture of successful iron, but in 1964 Sammy Miller designed the Bultaco Sherpa 'T' and to this day the combination of Irish Sam and Spanish Bultaco has been nearly unbeatable. Seeing this remarkable growth, Montesa and Ossa both set out to build Trials models and both have become very successful.

Greeves ceased building Trials models two years ago when the supply of Villiers

engines became unavailable, but they still supported a works team on out-of-date Anglians. Bill Wilkinson's win at last year's Scottish Six Days stressed the fact that Bert Greeves had better come up with a new model or sales were going to be surely lost. Now the new Greeves Pathfinder is available with a 175cc Puch engine and six speed transmission. It looks extremely strong and should be a very competitive machine.

One of the winningest machines going in England today are the Peter Edmonson designed and built Dalesman which is very light and sports a 125cc Puch mill (an ISDT type event), Scott Ellis took top honors with no marks lost.

Cotton is a marque that has been around for years in the Trials game, but like Greeves, relied on Villiers to supply power units for their models. Shortly after the stoppage of these engines, however Cotton was back on the scene with a 170cc Minarelli engine in the works successful frame previously used. Same rider Rob Edwards has been reasonably successful with several wins in the past year.

Very new to the Trials scene is a very well designed and built machine called the Saracen. It relies on a 125cc Sachs engine with 5 speeds and is extremely well balanced and light. Workmanship and material are excellent. Although only

half the size of the 250's, these mini-trialers are beginning to make strong in roads in the contests and could well be the way to go in the future.

All of these machines are capable of winning and this makes your decision even more difficult. All will definitely lower your scores appreciably but try to test ride each model if possible before selecting. Some will feel the power of the larger models, some will be more important than the lightweight of the mini's and others just the opposite. Either though is commendable, for, although a good trials bike is 50% of the battle, it is the rider's ability and dedication that must make up the balance.

START TRIALING!

By Gary Barton

Are you interested in English Trials? If you're reading this article you're either interested or at least curious. Some of you are probably in the dark as to exactly what English Trials are. Very popular in England Europe, trials are gaining in popularity here in the United States. In Southern California we are fortunate that we have an organization deeply dedicated to the promotion of this exciting motorcycle sport.

The Southern California Trials Association along with its recently formed affiliate, The San Diego Trials Riders

together have over 200 enthusiastic members. These two clubs hold approximately 20 trials per year. Trials are held in places like Miramar, Canyon Crest, Littlerock, Big Bear, Frazier Park and Saddleback Park. This past year Trials were held with Britain's Sammy Miller (Bultaco), Spain's Pedro Pi (Montesa) and Mick Andrews (Ossa) competing.

To backtrack a little we'll get back to exactly what trials are. The basic object of trials like any other form of motorcycle competition is to improve the rider and to gain enjoyment of his machine. Skill at trials is achieved in a very dif-

ferent manner however, than racing. Balance, throttle control, tip-top machine preparation and the ability to traverse a wide variety of terrain are prime ingredients for successful results.

Riders are required to ride sections marked in plastic tape or flags and are scored on a 0-1-3-5 point basis. Zero points for a clean ride of the section. One point for dabbing once with your foot. Three points for two or more dabs and Five Points are lost by going out of bounds, killing the engine, falling down or failing to ride the section.

The sections consist of a course over natural terrain with turns and obstacles to tax the rider's skill i.e. mud, water, rocks, sand, trees, grass, fallen logs etc. etc. Length of the section is determined by the terrain. The course is usually four to seven miles in length and may contain six to twelve sections. Scorekeepers are stationed at each of the sections and record each rider's score. At the end of the meet the score-sheets are turned in and the scores are tallied. The rider with the lowest number of points is declared winner. In the event of a tie the greatest number of clean sections is used to decide the winner. If the riders have an equal amount of cleans a rideoff will be held and the best total score of three rides breaks the tie.

The riders are placed in three categories: Amateur, Expert and Master. The bikes are also placed in three classes: ultra-lightweight (0-125cc), lightweight (126-300cc), and heavyweight (301-Open).

Entering a trials is very easy, you don't have to belong to any organization to enter. Entry fees are very nominal, usually about 3 dollars. The only time you have to join the S.C.T.A. is when you transfer to the Expert class. If trials sound interesting to you and you think you may like to participate, come on out and start trialing!



The Southern California Trials Association has always had a strong program of training younger or beginning trials riders. They conduct regular schools in the fine points of riding and sometimes have Amateur-only competition that is scored by the Experts and Masters. In this way the new riders get valuable advice. Here a trials student gets pointers about log crossing. Mike Pearlman associates photo.

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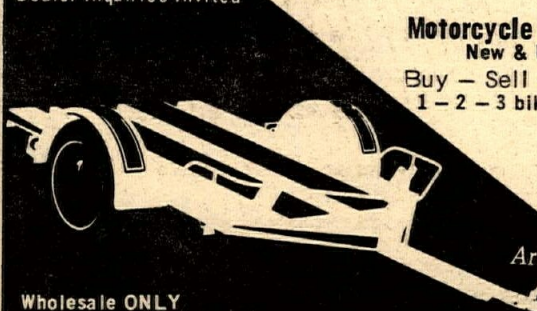
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Hear About It From Northern Champ Vic Boocock

By Lyn Jensen

When you first meet Victor Boocock on a trials course you'll notice his seriousness. Between sections he'll joke and laugh, but when studying the sections he's all business. That's what it takes to be the Northern California Trials Champion for the past five years.

Twenty-seven year old Vic came here from England six years ago and has been in the winner's circle ever since. He was one of the founding members of the Pacific International Trials Society, the dynamic Northern California club, which got its start five years ago.

Mounted on Bultaco's 250cc Sherpa T Vic can make anyone marvel at the overwhelming grace with which he controls his machine. In his case there is absolutely no doubt as to who is the master.

When did you first start riding trials? I rode in my first trials when I was 18. This was back in England. I rode a 4-year old Greeves and decided then that I wanted to get more involved in it. I soon switched to Bultaco and have been with them since.

Why did you leave Britain? I was getting restless and decided to go out on my own and do some traveling. San Francisco seemed like a good place to start.

How did you get to be the top trials rider here? Soon after I came to the San Francisco area I became friends with the riders here. I practiced with some of them, and especially George Hein, an excellent trials rider, nearly every day for two years. That, I think, more than anything, was the experience that has paid off the best.

ly. They've been riding trials many more years than Americans and it's a professional sport there. Here trials is more like a Sunday family outing. In England you need special licenses to participate and they have many extra tough trials only for the best experts.

Tell us about the Scottish Six Days Trials which you tackled last year? Last year Bultaco American backed and the Rickman Brothers supplied me with a Sherpa T for the Scottish. I was the only one from the U.S. there. My aim was to be among those who finished, which I did. I came in 42nd place out of 155 finishers and took a First Class Award. The week before had been spent preparing the bike at Super Sam's (Sammy Miller, the World Champion Trials Rider).

In the Scottish you get up at 6:30, start riding at 8, and finish for the day at 5, after covering more than 100 miles and usually 20 or more sections. After six days of that you're really worn out. If I hadn't done some running and weight lifting here beforehand I doubt if I would have been able to finish. But I enjoyed the competition and hope to ride in it again. Did you know Sammy Miller before you came to San Francisco? No. I met him here when he came to teach a trials school a couple of years ago. Is there any type of terrain you like best? Well, yes. I like lots of rocks and creek beds best. I don't like it when a section has very tight, man-made turns. Trials is more of a sport when the sections are untouched, natural terrain, with only dangerous tree branches and other grave hazards removed.

What do you suggest that the novice riders do to improve their skill? The most important thing is to practice. If you practice only once a month you'll never get anywhere. It helps if you have a natural talent for this type of riding; if you do, it will come to you easier than the others, but you'll still need to practice as much as possible.

How much do you practice? I knew you'd ask that, and I'm afraid some people will be disappointed. Right now I practice every Sunday when there isn't a trials and at the trials before the Experts run. That's all? Right. Maybe you should tell the readers that I practice every day and run 3 miles each morning, but I don't. Right now I don't seem to need anything more than that.

Do you always evaluate the section beforehand? Yes. That is a most important factor. Novices would do much better if they would evaluate the section for maximum traction. They should look over the section, watch a couple riders go through, and then choose an imaginary line that they should follow. After choosing this line they should stick to it unless they get into trouble. But if you choose a line and change your mind when you get to it, you're almost always in a bind. You have to think things out before hand and know what your moves will be when you actually ride the section. Also, if you can place 1 dab where it could get you out of a slide or help you pivot around a corner you're saving 2 points instead of getting a 3 if you hadn't been so careful.

You said earlier that there are some Experts who have the potential to be winning now. What do you believe is hanging them up? Some riders get panicked when looking at a hard section. When I come to a section that looks bad I try to keep calm and cool. You have to keep a rein on yourself all the time. Don't let anything rattle you. If you do, you're sure to mess up on that section and perhaps even blow the next few sections because you're any at yourself. If you do mess up on a section don't let it get to your head. Maybe get off by yourself to cool down and forget it. Do you work on your own bike? Of course. I do all my own work. That's just a part of being a rider. If I didn't do my own work I would not know the capabilities of my machine.

Do you have any special maintenance tips you could pass on? There are all sorts of little tricks you can do to take care of your bike. After every trial I almost completely disassemble my bike and put it together again like new. This way I know what condition everything is in. I safety wire both my exhaust pipe and the sprocket. With so much jarring you never know when essential parts are going to come loose. If you get your bash plate bashed in be sure to bend it back to the original so it will give your engine protection the next time. To help preserve your chain soak it in oil. Check all nuts and bolts and tighten them if necessary. Don't forget to dry out the brake drums and check them for wear. Give your bike a thorough top to bottom check-up each time and remember to carry your tools with you always. If your bike isn't in its prime condition for a trials you're starting out with a great handicap.

Do you think these bikes under 250cc we've seen at trials lately will give the 250's a run for the money? I personally don't think so. There are, of course, certain riders who can do marvelous things on them, but if they were mounted on a 250 they'd be doing even better. In fact I wouldn't mind seeing even bigger displacements - like a 350 trials bike, which used to be the king.

Has trials grown in the U.S. since you've been here? Oh, yes. Things are really picking up here. When I first came here there were 2-3 trials a year. Now in Northern California alone PITS and other motorcycle clubs put on about 20 a year. In Southern California there are even more. Trials is catching on, probably because it is a novelty from any other kind of motorcycle event. Also the kids involved don't need racing cards since it isn't a speed competition.

How do you think trials will grow in the future? I would like to see it become a real competitive sport. If we became more professional everyone could work harder at getting better and our skill would grow. Then we could possibly host the Europeans over here and vice versa. Something like the Inter-Ams we now have for motocross. Without a doubt Americans want to get together with the Europeans in competition. The ISDT of last year showed the U.S. interest in international competition when 27 Americans showed up to ride. I figure that in three years we will be at the European, and especially the English level of professionalism and skill. This is what I'm really looking forward to since I'm one who loves any kind of competition.



One of America's leading trials exponents, Victor Boocock puts his Bultaco through its paces.

Vic's first love is trials riding, but he is also a machinist, an inventor of motorcycle accessories, an accomplished pilot, and an enthusiastic girl watcher.

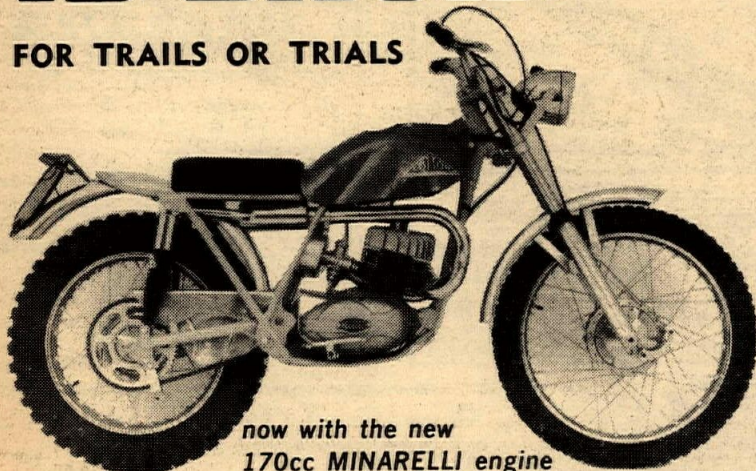
Weren't you ever interested in riding in other types of motorcycle competition? Yes. I've ridden motocross and hare scrambles, but I like the friendly atmosphere of trials better. When we practice, everyone goes out together and has a good time helping each other with the difficulties we have.

Trials in Britain and Europe are much more difficult, aren't they? Yes, definitely.

Are you sponsored by Bultaco? Yes, I get assorted goodies from them and the latest information from the factory.

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Cover Sequence Continued

The giant deadfall shown on the cover upset more than one rider during the SCTA trials. Sometimes an all out effort is needed just to get through the section at all and if everything doesn't go just right....



The Yamaha street scramblers can be set up as a suitable trials mount with a little effort and judgment. Replacement of the seat, relocation of the foot pegs and internal gearing changes are some of the key modifications.

Set Up Your Yamaha For Trials

By Bill Brokaw

Highly sophisticated Trials motorcycles are getting more common and easier to buy. These out-of-the-box cycles leave nothing to desire, unless a person has a desire to own a competitive machine that is not just another production model. Mark Mick of Colorado Springs is one of these. He bought a 175 Yamaha Enduro because of its versatile on the road, off the road features. Becoming more interested in Trials he decided against buying a production Trials iron and he went to work on his bike with some help from Bill Brokaw, his dealer.

The bike is not yet completed. Plans are to build a different exhaust system and oil tank that will slim the bike for leg clearance. To date the modifications and set up are these: The front loop is a 3.00 x 21" Metzler knobby. An alloy fork brace for more positive steering. A raised plastic front fender. Handlebars are scrambler type that have been rebent to provide a flatter grip angle. Fork stops were ground down to allow the greatest turning without the forks striking the gas tank. A small solo saddle was fitted. Rear tire is a 4.00 X 18" Dunlop Trials. Internal gearing was changed by fitting the low gear set from Yamahas close ratio racing gear set. This brought low gear closer to second. Final drive is a 12/55 sprocket combination. Footrests were built using Bates competition folding weld-on units. The right side peg was brought in line with the swing arm pivot and the broke pedal was shortened on both the pedal and lever ends. This maintained approximately original leverage. The left side footrest is mounted approximately 3" to the rear of the right side peg. The gear lever was then shortened and reverse. This staggered arrangement of

the footrests enables the rider to balance his body on the machine without tugging on the handlebars.

The torque characteristics of the Yamaha 175cc engine are very good. The bike is impressive to ride and there is little doubt that it will be a trophy getter.

1970 Berkshire Intl. Trial Set For May 16 & 17

The tiny rural village of Middlefield, Mass. in the heart of the Berkshire Hills will host some 400 trail riding enthusiasts for the 6th annual Berkshire Trials this coming May. The Berkshire is the only event of its kind presently held in the U.S.A., a two day cross country trial patterned after the International Six Days Trials, held for 44 years in Europe.

Because of its ISDT nature, the Berkshire this year will be one of the qualifying events for U.S. riders interested in selection as U.S. entries for the 45th ISDT, to be held in October in Spain. According to a spokesman for MICUS, the U.S. affiliate of the Federation Internationale Motorcycliste (FIM), the Berkshire performances of those riders indicating interest in the ISDT will be taken into account when the U.S. entry is selected.

Entry forms will be mailed directly to over 1000 eastern U.S. enduro riders, with the first 400 returned to be accepted. Already inquiry from California for team entry has been received. Teams representing most major distributors of off-road motorcycles will be entering the Berkshire this year.



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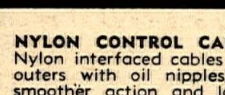
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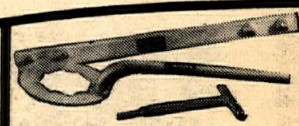
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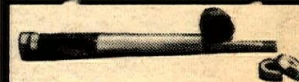
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CMC RIDERS THRIVE IN SLIME AT PERRIS

By Bob Sanford

PERRIS, CALIF. March 1, 1970 — It became increasingly apparent Sunday that your average motocross rider has to be partly crazy (Read: loonier-then-hell). I mean, how many people do you know that would leave their homes before dawn, just for the privilege of trying to get their bikes around the muddiest, coldest, wettest, slickest, sloppiest, most miserable track in the entire world?

None, right? Wrong! CMC found 125 of these psychos, somewhere.

And the Perris Motorcycle Track, contracting with the rain gods, was kind enough to provide the setting for Sunday's event.

Funny thing, though: The riders not only tolerated the conditions, they thrived on them! Slipping and sliding around the curves and over the jumps, these guys seemed to actually smile underneath the multi-layers of mud.

One of the major tricks Sunday was simply keeping the engines running. Time after time, riders, after an unusually deep bank of mud or pool of water, would find their bikes sputtering to an abrupt halt. And off they'd get, kicking and pushing, trying to get back in the race.

And, like horse racing, motocross competition seems to have its "mudders". Jim Wilson, a refugee from the cancelled Bay Mare race, seemed virtually unaffected by track conditions. The Greeves expert drove like the sun was hovering brightly over a fast, dry track, and managed to grab five of six motos, for wins in both the 250cc and 500cc Expert classes.

Another Bay Mare refugee, AJS mounted Jim West, also adapted quickly to the adverse conditions, and gave Wilson a run for his money in 500cc competition. West won a moto, and placed second in the final standings.

Bill Clements was the mud freak in

Junior competition. Riding in both the 250cc and 500cc events, the Bultacorider got the checkers in four motos, taking top honors in both of these classes.

Some of the finest competition of the day, however, occurred in the 125cc Expert class. Coming into the final moto, Bill Urban on a Bultaco and Steve Nichols on a Yamaha had each won one of the two previous five lappers. Yamaha mounted Jim Fishback had taken a third and a second. Fishback ended up getting the flag — and a win in the class — but only after some breath-taking, mud-flying, nip-and-tuck racing between the three young riders.

Sunday's race saw the advent of a new type of start by CMC officials. Taking a cue from a recent English innovation, the moto-sport club strung a rope, slightly above the rider's heads, at the starting line. Instead of placing the left hand on the right side of the handlebars, starters were required to hold the rope with their left hand until the drop of the green flag. This method seems to drastically reduce the possibility of cheating, and was readily accepted by those present at Sunday's running.

CMC takes a week off next Sunday, with the Hallman series getting underway again at Carlsbad on March 15.

(Results on page 19)

Racers Find Trials Tougher Than Expected

By Kim Kimball

Sunday I entered my first Trials event. It was held at Saddleback Park and was put on by The Southern California Trials Association — this group of dedicated men are tops. Everyone present represented motocrossing as it really should be — "A Family-type Fun Sunday" — picnic lunches, plenty of fresh air and exercise; plus the thrill of competition.

After 13 years of racing (road, scrambles, desert, enduros, and before that 10 years of just trying to go fast on or in anything), I figured that I'd just swoop down to old Saddleback and try the old man's sport of Trials.

Shortly after I arrived, I began to notice the young riders riding their Bultacos, Ossas, Greeves, Montesas, Hodakas and other brands up on the rear wheel and down the road and out of sight. "Hmmm," I thought, they sure looked like they really were great riders, but, of course, this couldn't be because they don't race.

Well, all you out there — Surprise! All the Trials riders I saw are better riders as a group than any other bike riders I've ever seen and they should

be greatly respected. Also, if you think you're a good rider — go try a Trials and get the shock of your life, as I did.

I rode as an Novice, as did the other "new" riders. In the very first trap, I stuck my foot down at least six times — and this was an easy one. I promptly went around and back through it to find out that that isn't quite the way it's run, but I was happy that I had done it "clean" and figured I'd go on to clean all the rest. Well, You guessed it — all of the sections were hard; not so hard for the good riders of Trials, but a real eye opener to a beginner.

It's super fun, a great challenge, takes everything that a good racer must have and then some. The nicest thing about it is that it's a bunch safer than racing even though I got off at least five times. It was a super day and really the most fun I've had in a long time on a bike.

If you haven't tried a Trials — hop to it! It's a fun event, but it's ten times harder than it looks; and even if you just go watch one, you'll take a good look at some of the best riders in Southern Calif. They are called "Master's" and believe me — they are artists in motion.

Pros Vie For \$2000 In Texas

AMARILLO, TEXAS Short Track, Feb. 14, 1970 — Steve Littlefield, Wichita Falls Novice, rode smoothly and effortlessly to win his heat, semi, and the final, as Hi Plains Racing Assn. brought West Texas its second (Amarillo's first) Professional Indoor Short Track, at the Tri-State Coliseum on February 14th. Steve walked away with a big share of the purse, after showing everyone that novices can go fast, too. Littlefield seemed at home on the 1/10 mile, concrete/resin oval as shown by his victory over the other riders.

As the riders pulled up to the line for the final, anticipation tensed the crowd. In the front row on the pole was Steve Littlefield, then Warner Sailsbury, Bill Dutcher, and John Klaus. The second row pole belonged to David Lawson, with Gary Bailey, Lee Rodgers, and Paul Pressgrove filling it out.

The flag was dropped and they were off, only to receive the black flag as two riders went down in the first turn. The second start got them all around, and Littlefield took the lead and rode beautifully all the way to the checker. Dutcher ran second until the final lap of the 12 lap feature when he slid down in the last turn — so close, and yet so far. As he struggled to right his machine two riders, Lawsen and Biley, whizzed by. Then running, and pushing his cycle Bill crossed the line in fourth position, just inches ahead of the speeding Sailsbury,

while the standing crowd cheered. In sixth place was Rodgers, followed closely by Pressgrove. Klaus finished last after a stuttering engine took him out of fourth place in the fifth lap.

The Conci was won by David Brown, with Sam Line (119n) Bushland, Texas new novice, Tommy McCamey (136m) Abilene novice, and Earnest Quinn (110n) in that order.

The Trophy Dash and Match Race were announced and donations poured in from the anxious crowd. The Trophy Dash saw the four heat winners battle for the first winner-take-all purse, and Larry Baughman showed top form from start to finish as he led the rest to the checkered flag. David Lawson and Steve Littlefield battled hard for second with Lawson coming out on top. Warner Sailsbury crashed on the fifth lap, and finished last.

The crowd began to chant as the Match Race was called. On the line were Bill Hotchkiss and Don Beer, Novice (89n) Amarillo's top two qualifiers, with Warner Sailsbury and Larry Baughman the top out-of-towners. (Beer had run second in his heat, but a fall in the semi took him out of the final.) When the checker flew, it was Baughman once more, with Beer, Hotchkiss, and Sailsbury. Larry had won the second winner-take-all purse, and the novices had shown (as had all of the riders) the true mettle of professional racers.

(Results on page 19)

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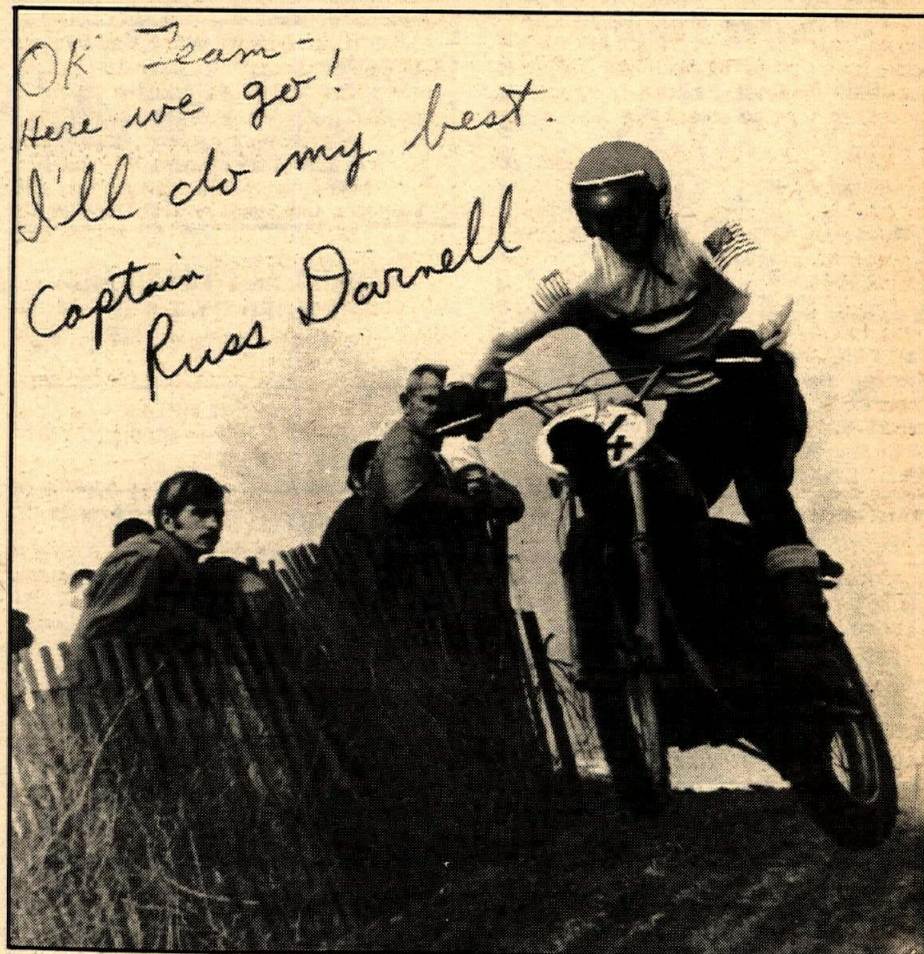
LET'S GO, AMERICANS

Your American Motocross Team was founded with the intent of American riders to compete in the European motocross circuit and bring closer the day when we watch the Stars and Stripes wave over the winner's platform as an American is crowned World Motocross Champion.

The Team founders believe that people here at home who are interested in motorcycling as a sport and interested in America will be willing and proud to skip a few beers or even a Hell's Angel movie to help carry the flag in to battle on foreign soil. The European motocross circuit is one battlefield where we can promote a lot of American freedom and goodwill and that's an opportunity we can't pass up.

The American Motocross Team has far reaching plans for this season but let's look first at what they have already done with funds and donations from team members:

- ★ Founded and publicized the AMXT as a non-profit effort to bring about an American World Motocross Champion.
- ★ Paid for letterheads, promotional matter, team patches and press conferences.
- ★ Supported Ron Nelson and John DeSoto in a 3-month racing tour of Europe during 1969.
- ★ Contributed support to Gary Bailey, Jim Wilson, Bob Grossi and Russ Darnell while they were racing in Europe.
- ★ Dan Gurney's All American Racers van was used by the team last year and a van has been secured for the future.
- ★ Lined up support from several brands of motorcycle manufacturers for this coming season.
- ★ Created an immeasurable amount of goodwill in Europe toward the high caliber of American motocross racers affiliated with the Team.
- ★ Learned a lot.



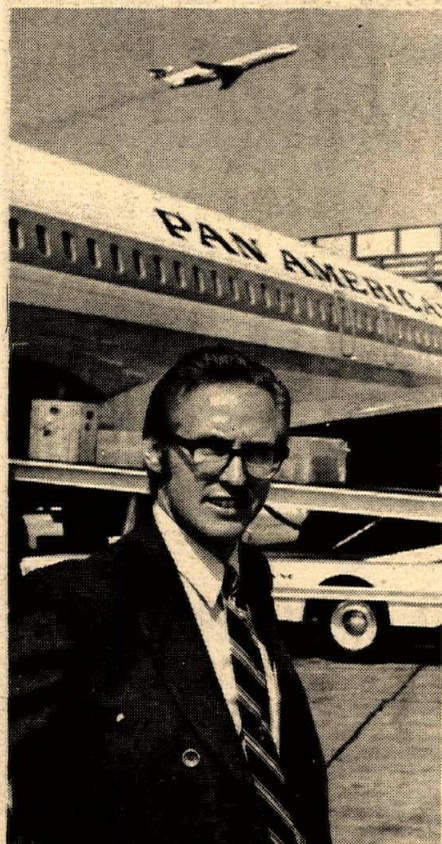
One of the things that the Team learned is that it takes a stack of greenbacks to properly field a team of motocross racers in Europe. This season the Team plans to concentrate its support on Team Captain Russ Darnell. Other American riders will have the benefit of Russ' years of experience racing the European courses and if funds permit, other Americans may receive the financial backing of the AMXT.

Selection of riders to represent the team is of utmost consideration. To achieve the best riders in the fairest way the Team talent scouts will be watching top American riders from all parts of the country. There are many matters that may interfere with a rider's making the team in Europe. Racing on foreign ground may mean riders would have to take leave from their jobs and families for the entire season. They will need the will to give up the comforts and conveniences of home and face the hardships of living on the road with a limited budget.

There are many outstanding motocross riders who may become eligible for AMXT sponsorship. These riders come from all across the States and include Barry Higgins, Bruce McGuire, Jeff Penton, Bob Leach, Bill Uhl, Dick Jagow, Jim Wilson, Gary Bailey, Jim West and a host of other possibilities some of which we haven't even heard of yet. Perhaps that 14 year old kid you know who rides his 100cc motocross bike like there is no tomorrow will be a future American World Champion.

Whoever our first champion is, he'll need lots of European experience and that's where you come in. Your dollars are needed to send and sustain American riders in Europe. The five dollars (or more) that you send is your contribution and membership in the AMXT. In return you get not only a multicolored jacket patch but also the knowledge that you are a real member of the team. That patch costs just less than \$2 so that doesn't leave much to do the job but if you dig motorcycles and want to see your country on top in the competition, join the American Motocross Team today.

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At the airport this week Russ said, "I hope this thing doesn't foul a plug half way over."

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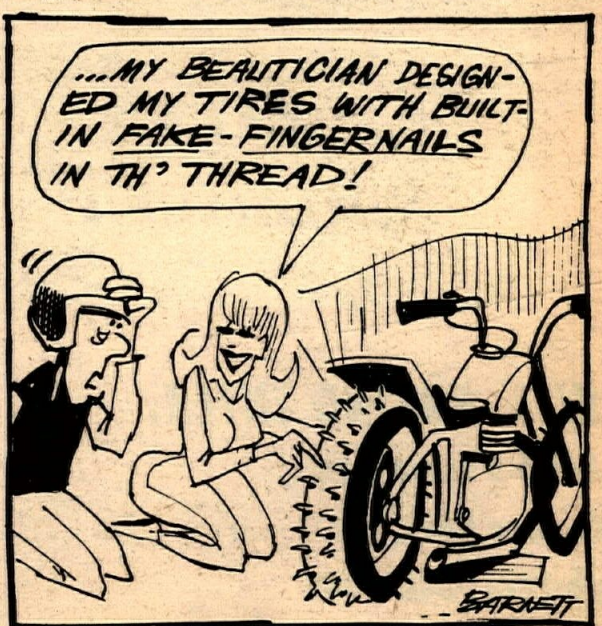
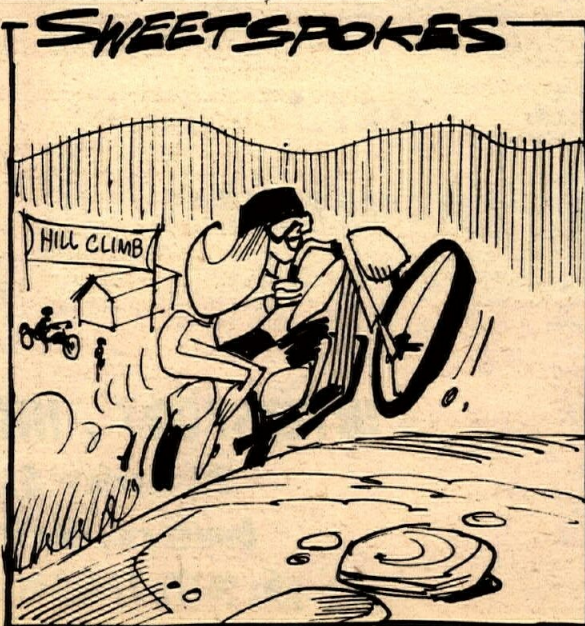
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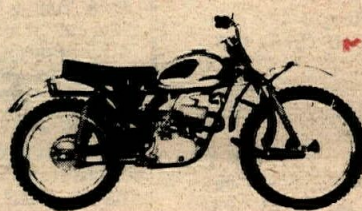
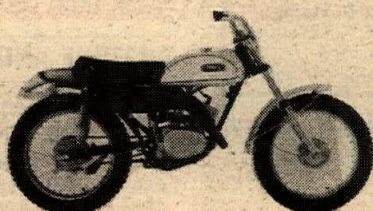
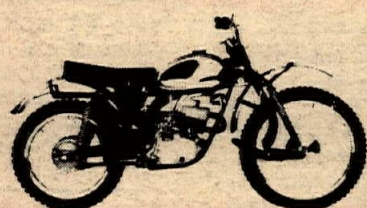
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